

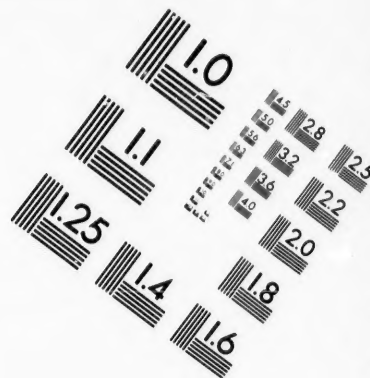
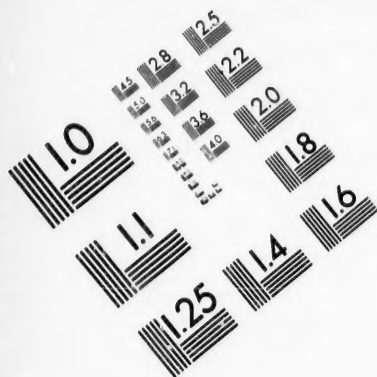
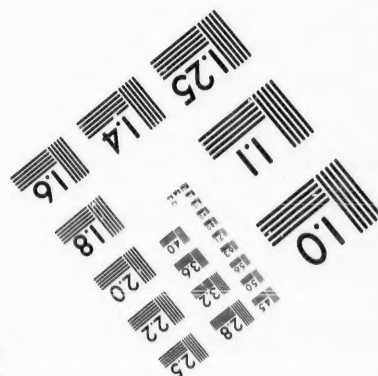
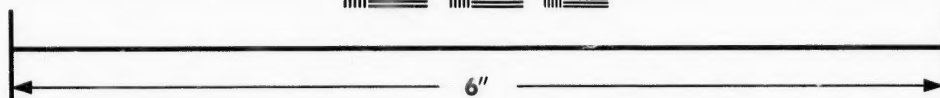
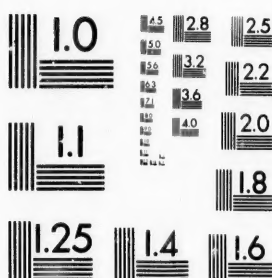


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1987

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- ☒ Coloured covers/
Couverture de couleur
- ☐ Covers damaged/
Couverture endommagée
- ☐ Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- ☐ Cover title missing/
Le titre de couverture manque
- ☐ Coloured maps/
Cartes géographiques en couleur
- ☒ Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- ☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- ☐ Bound with other material/
Relié avec d'autres documents
- ☐ Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- ☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- ☐ Additional comments:/
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- ☐ Coloured pages/
Pages de couleur
- ☐ Pages damaged/
Pages endommagées
- ☐ Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- ☒ Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- ☐ Pages detached/
Pages détachées
- ☒ Showthrough/
Transparence
- ☐ Quality of print varies/
Qualité inégale de l'impression
- ☐ Includes supplementary material/
Comprend du matériel supplémentaire
- ☐ Only edition available/
Seule édition disponible
- ☐ Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
						/					

The copy filmed here has been reproduced thanks to the generosity of:

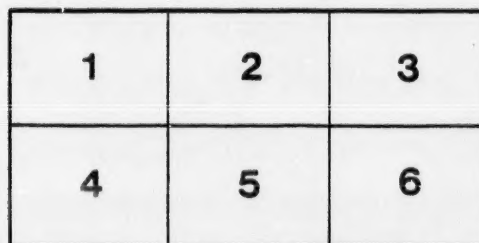
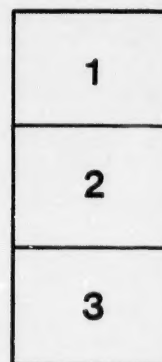
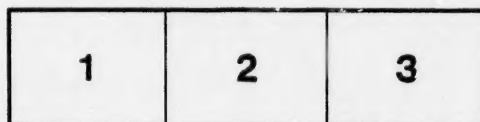
New Brunswick Museum
Saint John

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol ➡ (meaning "CONTINUED"), or the symbol ▼ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

New Brunswick Museum
Saint John

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole ➡ signifie "À SUIVRE", le symbole ▼ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

95

CORRECTED TO APRIL 10TH, 1897

Canadian Pacific Railway

Annotated Time Table

...OF THE...

Great Transcontinental Route

385.2
CAN

Interleaved Copies of this Time Table for Memoranda
can be had from Porters on Transcontinental Sleeping Cars,
and at Montreal, Toronto, Winnipeg and Vancouver
Ticket Offices



GENERAL OFFICERS

HEAD OFFICES: MONTREAL, CANADA

SIR WILLIAM C. VAN HORNE, } K.C.M.G.	President.....	Montreal
T. G. SHAUGHNESSY.....	Vice-President.....	Montreal
CHARLES DRINKWATER.....	Secretary.....	Montreal
I. G. OGDEN.....	Comptroller.....	Montreal
THOS. TAIT.....	Assistant General Manager.....	Montreal
W. SUTHERLAND TAYLOR.....	Treasurer.....	Montreal
D. MCNICOLL.....	Passenger Traffic Manager.....	Montreal
G. M. BOSWORTH.....	Freight Traffic Manager.....	Montreal
J. OBORNE.....	Assistant to Vice-President.....	Montreal
C. E. E. USSHER.....	Assistant General Passenger Agent.....	Montreal
J. A. SHEFFIELD.....	Supt. S., D. and P. Cars and Hotels.....	Montreal
ARTHUR PIEKS.....	Supt. of Steamship Lines.....	Montreal
C. R. HOSMER.....	Manager of Telegraphs.....	Montreal
L. A. HAMILTON.....	Land Commissioner.....	Winnipeg
ROBERT KERR.....	Traffic Mgr., Lines West of Lake Superior, Winnipeg	
H. P. TIMMERMAN.....	Gen. Supt., Atlantic Div.....	St. John, N.B.
J. W. LEONARD.....	Gen. Supt., Ontario & Quebec Div.....	Toronto
C. W. SPENCER.....	Gen. Superintendent, Eastern Div.....	Montreal
WM. WHYTE.....	Gen. Superintendent, Western Div.....	Winnipeg
HARRY ABBOTT.....	Gen. Superintendent, Pacific Div.....	Vancouver
D. E. BROWN.....	Gen. Agent, China, Japan, etc.....	Hong Kong
C. E. MCPHERSON.....	Assistant General Passenger Agent.....	Toronto
J. N. SUTHERLAND.....	General Frt. Agt., Atlantic Div.....	St. John, N.B.
W. B. BULLING, JR.....	General Freight Agent, Eastern Div., etc., Montreal	
E. TIFFIN.....	Gen. Freight Agent, Ont. Div.....	Toronto
A. C. HENRY.....	Purchasing Agent.....	Montreal
H. L. PENNY.....	Auditor of Disbursements.....	Montreal
J. H. SHEARING.....	Auditor of Passenger Receipts.....	Montreal
C. J. FLANAGAN.....	Auditor of Frt. and Telegraph Receipts, Montreal	
J. R. STEELE.....	Freight Claims Auditor.....	Montreal
G. S. CANTLIE.....	Superintendent of Car Service.....	Montreal
A. D. MACTIER.....	General Baggage Agent.....	Montreal

385.2
CAN

The
times he
ience or
responsi
its lines
of the ti
Compan
ponding
Steal
lake and
Quebec,
Victoria

CORRECTED TO APRIL 10TH, 1897.

Canadian Pacific Railway

ANNOTATED TIME TABLE

WITH INFORMATION AS TO C. P. R.
TRANSCONTINENTAL ROUTES

The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year.

... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Winnipeg
... Winnipeg
... John, N.B.
... Toronto
... Montreal
... Winnipeg
... Vancouver
... Hong Kong
... Toronto
... John, N.B.
... Montreal
... Toronto
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal
... Montreal

D. 84
5125

Transcontinental Route

WESTBOUND

CONDENSED TIME TABLE

STATIONS	PACIFIC EXPRESS							
	TIME	DAYS OF WEEK						
NEW YORK, via Montreal.....Lv	6.25 pm	Sun	Mo	Tu	We	Th	Fri	Sat
D. & H. Rd.Lv								
NEW YORK, via Montreal.....Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
New York Central Rd.Lv								
NEW YORK, via Toronto & N. Falls..Lv	6.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
New York Central Rd.Lv								
N. Y. L. E. & W. Rd.Lv	8.55 am	Sun	Mo	Tu	We	Th	Fri	Sat
NEW YORK, via Prescott.....Lv								
New York Central Rd.Lv	8.30 am	Sat	Mo	Tu	We	Th	Fri	Sat
Boston, via Montreal.....Lv	8.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Me., via Montreal.....Lv	3.30 pm	Sat	Mo	Tu	We	Th	Fri	Sat
HALIFAX, N.S.Lv	7.00 am	Sat	Mo	Tu	We	Th	Fri	Sat
St. John, N.B.Lv	4.10 pm	Sat	Mo	Tu	We	Th	Fri	Sat
Quebec.....Lv	11.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
MONTREAL, Windsor St.Lv	9.50 am	Mo	Tu	We	Th	Fri	Sat	Sun
Prescott.....Lv	7.05 am	Mo	Tu	We	Th	Fri	Sat	Sun
Brockville.....Lv	5.45 am	Mo	Tu	We	Th	Fri	Sat	Sun
Ottawa.....Lv	1.50 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Carleton Junction.....Lv	2.55 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Pembroke.....Lv	5.28 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	10.00 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Niagara Falls.....Lv	7.50 am	Mo	Tu	We	Th	Fri	Sat	Sun
Toronto.....Lv	12.30 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	9.40 pm	Mo	Tu	We	Th	Fri	Sat	Sun
North Bay.....Lv	10.15 pm	Mo	Tu	We	Th	Fri	Sat	Sun
Sudbury Junc.Lv	12.45 am	Tu	We	Th	Fri	Sat	Sun	Sun
Chapleau.....Lv	7.38 am	Tu	We	Th	Fri	Sat	Sun	Sun
Newton.....Lv	7.45 pm	Tu	We	Th	Fri	Sat	Sun	Sun
PORT ARTHUR.....Lv	10.15 pm	Tu	We	Th	Fri	Sat	Sun	Sun
PORT WILLIAM (East Time).....Ar	10.30 pm	Tu	We	Th	Fri	Sat	Sun	Sun
Toronto.....Lv	8.00 am	Sat	Mo	Tu	We	Th	Fri	Sat
Owen Sound.....Lv	1.00 pm	Sat	Mo	Tu	We	Th	Fri	Sat
Sault Ste. Marie.....Lv	3.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
PORT ARTHUR.....Lv	7.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
PORT WILLIAM (East Time).....Ar	8.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
PORT WILLIAM (Cent. Time).....Ar	7.00 am	Mo	Tu	We	Th	Fri	Sat	Sun
PORT WILLIAM (Central Time).....Lv	22.00	Tu	We	Th	Fri	Sat	Sun	Sun
WINNIPEG.....Lv	15.35	We	Th	Fri	Sat	Sun	Mo	Tu
WINNIPEG.....Lv	17.10	We	Th	Fri	Sat	Sun	Mo	Tu
Portage la Prairie.....Lv	19.16	We	Th	Fri	Sat	Sun	Mo	Tu
Brandon (Mount. Time).....Lv	21.70	We	Th	Fri	Sat	Sun	Mo	Tu
Qu Appelle.....Lv	6.10	Th	Fri	Sat	Sun	Mo	Tu	We
Regina.....Lv	7.35	Th	Fri	Sat	Sun	Mo	Tu	We
St. Paul.....Lv	9.20 am	We	Th	Fri	Sat	Sun	Mo	Tu
Minneapolis.....Lv	10.45 am	We	Th	Fri	Sat	Sun	Mo	Tu
Medicine Jaw.....Lv	9.55	Th	Fri	Sat	Sun	Mo	Tu	We
Medicine Hat.....Lv	19.30	Th	Fri	Sat	Sun	Mo	Tu	We
Calgary.....Lv	2.17	Fri	Sat	Sun	Mo	Tu	We	Th
BANFF HOT SPRINGS.....Lv	6.02	Fri	Sat	Sun	Mo	Tu	We	Th
Field.....Lv	8.40	Fri	Sat	Sun	Mo	Tu	We	Th
GLACIER (Pacific Time).....Lv	13.40	Fri	Sat	Sun	Mo	Tu	We	Th
REVELSTOCK.....Lv	16.25	Fri	Sat	Sun	Mo	Tu	We	Th
NORTH BEND.....Lv	7.01	Sat	Sun	Mo	Tu	We	Th	Fri
MISSION JUNC.....Ar	10.59	Sat	Sun	Mo	Tu	We	Th	Fri
Abbotsford.....Lv	11.25	Sat	Sun	Mo	Tu	We	Th	Fri
HUNTINGDOR JUNC.....Lv	11.43	Sat	Sun	Mo	Tu	We	Th	Fri
Sumas City, Seattle & Int. Ry.....Lv	12.10	Sat	Sun	Mo	Tu	We	Th	Fri
Snohomish.....Lv	15.59	Sat	Sun	Mo	Tu	We	Th	Fri
Seattle, Wash.Lv	5.25 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.Ar	7.75 pm	Sat	Sun	Mo	Tu	We	Th	Fri
Tacoma, Wash. N. P. Rd.Lv	2.00 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Portland, Ore.Ar	7.30 pm	Sun	Mo	Tu	We	Th	Fri	Sat
Sacramento, Cal. So. Pac. Rd.Ar	9.59 am	Tu	We	Th	Fri	Sat	Sun	Mo
SAN FRANCISCO, Cal. So. Pac. Rd.Ar	11.15 am	Tu	We	Th	Fri	Sat	Sun	Mo
MISSION JUNC.....Lv	11.09	Sat	Sun	Mo	Tu	We	Th	Fri
New Westminster.....Lv	12.48	Sat	Sun	Mo	Tu	We	Th	Fri
VANCOUVER.....Lv	13.00	Sat	Sun	Mo	Tu	We	Th	Fri
VANCOUVER, via Can. Pac. Nav. Co. Ar	19.15	Sat	Sun	Mo	Tu	We	Th	Fri
Victoria for San Francisco via Pacific Coast S. S. Line.....Lv	8.00 pm	Apr. 4, 9, 14, 19, 24, 29; May 4, 9, 14, 19, 24, 29; June 3, 8, 13, 18, 23, 28; July 3, 8, 13, 18, 23, 28, 1897.						
San Francisco via Pacific Coast S. S. Line.....Ar	am	{ Apr. 7, 12, 17, 22, 27; May 2, 7, 12, 17, 22, 27; June 1, 6, 11, 16, 21, 26; July 1, 6, 11, 16, 21, 26, 31, 1897.						
Victoria, B.C. Stmt. "Rosale".....Lv	8.30 pm	Sat		Mo	Tu	We	Th	Sat
Port Townsend, Wash.Lv	1.30 am	Sun		Tu	We	Th	Fri	Sun
Seattle, Wash.Lv	5.00 am	Sun		Tu	We	Th	Fri	Sun
Victoria, B.C. P. S. & A. S. S. Co. Lv	8.00 am	Sun		Tu	We	Th	Fri	Sat
Port Townsend, Wash. P. S. & A. S. S. Co. Ar	11.00 am	Sun		Tu	We	Th	Fri	Sat
Seattle, Wash. P. S. & A. S. S. Co. Ar	2.00 pm	Sun		Tu	We	Th	Fri	Sat
Tacoma, Wash. P. S. & A. S. S. Co. Ar	3.45 pm	Sun		Tu	We	Th	Fri	Sat

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced. Sunday time is, & 1.25 p.m.

On Mondays connection for Victoria is via New Westminster.

Approximate time.

While water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Port William. See page 73

TACO, B.C., Wash.
Seattle, Wash.
Port Townsend, Wash.
Victoria, B.C.
Seattle, Wash.
Port Townsend, Wash.
Victoria, B.C.

SAN FRANCISCO
Pacific Coast
Victoria, via
Line.....

Victoria, B.C.
VANCOUVER

New Westminster
SAN FRANCISCO
Sacramento,
Portland, Ore.

Tacoma, Wash.
Seattle, Wash.
Snohomish,
Sumas City,
HUNTINGDOR
Abbotsford.

MISSION JUNC.
MISSION JUNC.

NORTH BEND
REVELSTOCK
GLACIER.....

Field (Mount.)
BANFF HOT SPRINGS
Calgary.....

Medicine Hat
Moose Jaw.....

Minneapolis,
St. Paul.....

Regina.....
Qu Appelle.....

Brandon (Cent.)
Portage la Prairie

WINNIPEG.....
PORT WILLIAM

PORT WILLIAM
PORT ARTHUR
Sault Ste. Marie

Toronto.....
PORT WILLIAM
PORT ARTHUR

Nepigon.....
Chapleau.....
Sudbury Junc.

North Bay.....
North Bay for
Toronto.....

Niagara Falls.....
North Bay.....
Pembroke.....

Carleton Junc.
Ottawa.....
Brockville.....

Prescott.....
Montreal, W.I.
Quebec.....

St. John, N.B.
HALIFAX, N.S.
Portland, Me.

Boston, Mass.
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

NEW YORK.....
NEW YORK.....
NEW YORK.....

INDEX

	PAGE
OFFICERS.....	Inside front cover
CONDENSED TIME TABLES—	
Transcontinental Route, Westbound.....	2
" " Eastbound	3
ANNOTATED TIME TABLE—	
Quebec and Montreal—Eastern Division.....	5
SHORT LINE—	
Halifax and Montreal—Atlantic and Ontario & Quebec Divisions.....	8
ROUTES TO MONTREAL.....	15
TRANSCONTINENTAL RAIL ROUTE—	
Montreal and Fort William—Eastern Division.....	16
Fort William and Donald—Western Division.....	23
Donald and Vancouver—Pacific Division.....	42
PACIFIC COAST LOCAL STEAMSHIP SERVICE	57
TRANSCONTINENTAL LAKE ROUTE—	
Montreal and Toronto—Ontario & Quebec Division.....	58
Toronto and Owen Sound—Ontario & Quebec Division.....	62
Owen Sound and Fort William—Lake Route.....	63
ONTARIO ROUTE—	
Toronto and North Bay	64
SLEEPING AND PARLOR CAR SERVICE.....	66
C. P. R. STEAMSHIPS, Royal Mail Line to Japan and China.....	67
CANADIAN-AUSTRALIAN SS. LINE	67
C. P. R. LAKE STEAMSHIP LINE	68
MAP OF C.P.R. AND CONNECTIONS	69
C. P. R. TELEGRAPH LINES.....	70
DOMINION EXPRESS CO.....	70
ADVERTISING AT STATIONS.....	70
RAILWAY AND FREE LANDS.....	71
AGENCIES.....	Inside back cover

Miles
from
Montl

172

t A
days o
Quebe

Canadian Pacific Railway

ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
172	LEAVE 11.40 P.M.	Quebec —Population 70,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec & Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	ARRIVE 2.15 P.M.	3053
	WEEK DAYS.		WEEK DAYS	
	EASTERN STANDARD TIME		Places of interest	
			Railway & steamship connections	

† Additional trains leave Quebec for Montreal at 9.00 a.m. and 11.00 p.m. (week days only), arriving Montreal at 3.35 p.m. and 6.30 a.m. Sunday train leaves Quebec at 1.25 p.m., arriving Montreal at 7.55 p.m.

Miles from Montl	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc v r
	LEAVE			LEAVE	
165	1.55	Lorette	Are ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.	1.55	3046
159		Belair			3040
146	2.25	Pont Rouge		1.22	3027
142		St. Bazile			3023
137	2.40	Portneuf		1.05	3018
133		Deschambault			3014
130	2.52	Lachevrotiere		12.52	3011
127		Grondines			3008
119	3.09	Ste. Anne de la Perade		12.33	3000
114	3.16	Batiscan		P. M. 12.25	2995
107		Champlain			2988
97	3.44 P. M.	Piles Junction		11.54 A. M.	2978
95	4.00 P. M.	Three Rivers —Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	11.48	2976	
	St. Maurice River		Mills and iron works		
87		Pointe du Lac		A. M.	2968
80	4.28	Yamachiche		11.14	2961
74	4.37	Louiseville		11.06	2955
70		Maskinonge			2951
64	NO STOP	St. Barthelemi		NO STOP	2945
60		St. Cuthbert			2941
57	5.06	Berthier Junc.		10.40	2938
48	5.21 P. M.	Lanoraie		10.27 A. M.	2929
		river. This is for the most part a perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farm-			

I Refreshment Station.

/ Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		ing districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where <i>Lake St. Peter</i> is seen, are the <i>ST. LEON</i> (Saline) <i>SPRINGS</i> , a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000.		
			Lake St. Peter	
	P. M.		A. M.	
	48 5.23	Joliette Junc.	10.25	2929
	43	La Valtrie		2924
	39	Vaclusse		2920
	35 5.45	L'Epiphanie	10 06	2916
	26	St. Henri		2907
	23 6.05	Terrebonne	9.18	2904
	17 6.15	St. Vincent de Paul	9.40	2898
	12 6.30	St. Martin Junc.	9.33	2894
	10 6.35	Sault aux Re-collets	9.25	2890
	5 6.44	Mile-End	9.16	2901
	1 6.53	Hochelaga		2905
		the neighboring cities, and in rail way bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.	WEEK DAYS	
	ARRIVE		A. M.	
	0 7.00	Montreal —Dalhousie Square Station.	9.00	2906
	P. M.		LEAVE	

|| Refreshment Stations.

f Flag Station.

t Additio al trains leave Montreal for Quebec at 3.30 p.m. daily, Sundays included, arriving Quebec at 10.00 p.m.; and at 11.00 p.m. every week day, arriving Quebec at 6.30 a.m. the following morning.

A. M.
2968
1.14 2961
1.06 2955
2951
NO 2945
STOP 2941
0.40 2938
0.27 2929
A. M.

g Station.

Short Line

HALIFAX AND MONTREAL: 756 Miles

Atlantic Division

Miles from Halifax	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Halifax
0	A.M. 7.00	Halifax —Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.	P.M. 10.10	3636
	Leave daily except Sun- days		Arrive daily except Sun- days	
	Halifax		Com- muni- cation by str. with West Indies, etc.	
9	7.20	Bedford	9.50	3657
14	7.20	Windsor Junc.	9.40	3652
36		Milford		3630
49	8.13	Shubenacadie	8.51	3626
		tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i> .	The Evan- geline Route.	
62	8.55	Truro —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout	8.05	3604

/ Flag Station. Dining Car between Truro and Brownville Junc.

Miles

East-
bound
Train

Miles
from
Vancouver

ive
ily
ept
an-
ys

om-
uni-
ion
str.
ith
est
les,
te.

0.50 3657

0.40 3652

3630

3.51 3626

The
van-
line
oute.

8.05 3604

Miles
from
Halifax

West-
bound
Train

LEAVE

Trout
and
salmon
fishing

A.M.
79 9.28
108 10.25
121 10.55
138 11.22
148 11.49
179 12.45

Fish-
ing and
shoot-
ing.

P.M.
188 1.05
Head
quar-
ters of
Inter-
colonial
Ry.

STATIONS—DESCRIPTIVE NOTES

and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail.

Londonderry
Oxford Junction
Spring Hill Junc.
Amherst
Sackville
Painsec Junction

The Acadian Iron Works are three miles from *Londonderry*, a branch line extending to them. *Oxford* has extensive factories,

a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near *Spring Hill* are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. *Amherst* (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) connecting the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. *Sackville* has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From *Painsec Junction* a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island.

Moncton—Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which is a cotton factory. An interesting feature of the river is

East-
bound
Train

Miles
from
Vancouver

LEAVE

Moose,
cariboo &
grouse
shoot-
ing

7.32 3587
6.33 3558
6.10 3545
5.31 3528
5.12 3518
4.15 3487

Minas
Basin

4.00 3480

! Refreshment Station.

/ Flag Station

Miles from Halifax	West bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.		High tide	
199	P.M. 1.31	Salisbury	The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.	3.30	3467
209	f 1.48	Petitcodiac		3.12	3457
232	2.31	Sussex		2.31	3434
253	f 3.14	Hampton		1.50	3413
	P.M.			P.M.	
	Pictur- esque scen'ry			Hills and heights	
275	P.M. 4.10	St. John, N.B. —Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply Mon., Wed., Fri., Sat. between St. John and Digby, where connection is made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city.		1.10	3391
				P.M.	
	Stately build- ings				
	Bay of Fundy			St. John River	
				Alter- nate route to Hal- fax.	

† Refreshment Station.

f Flag Station

Miles from Halifax	West bound Train
277	4.
289	v 4
299	v 4
312	v 5
319	5.
	P.
340	v 6
359	6.
	St. John River
365	7
377	x 7
381	x 7
386	x 7
391	x 8
400	x 8
412	x 8
421	8
428	f 8
442	f 8
457	f 8
463	10
481	f 10
	P.
	10
	On
	f Fl
	on passen
	marked
	east of V.
	from Wes
	Thru

East-bound Train	Miles from Vanc'y'r	Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'y'r
		LEAVE		road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing.		ARRIVE	
A.M.							
5.20	3169						
4.54	3159						
No	3151						
Stop	3142						
	3136						
3.54	3129						
3.30	3116						
3.04	3105						
			Magog and St. Francis rivers			Falls of the Magog	
		656	A.M.	Rock Forest	<i>Magog</i> is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From <i>Magog</i> Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed.	P.M.	3010
		667	6.15	Magog		10.48	2998
		678		Eastman		10.23	2987
		681		South Stukely			2984
		686	6.50	Foster		10.07	2979
		689		Fulford			2976
Summer from Green-ville to Mount Kineo.			Owl's Head				
			Str. to New-pot, Vt				
A.M.	3101						
2.15	3085						
	3077						
	3071						
1.13	3061	695	A.M.	West Shefford	At <i>Brigham Junction</i> the Montreal and Boston Air Line diverges for the White Mountains and Boston, and at <i>Farnham</i> the Stanbridge and St. Guillaume Branch of the Canadian Pacific Railway is crossed. From <i>Iberville Junction</i> the United Counties Railway runs to St. Hyacinthe and Sorel. <i>Caughnawaga</i> is an Indian village on the south shore of	9.30	2967
	3055	706	7.24	Brigham Junc.		9.20	2956
	3047	712	7.40	Farnham			2950
12.15	3038	716		St. Brigid			2946
A.M.		724		Iberville Junc.		8.47	2938
		725	8.01	Iberville		8.46	2937
Lake Megan tic		726	8.06	St. Johns		8.45	2936
		730		L'Acadie			2932
		737		St. Phillippe			2925
		742		St. Constant			2920
		747		Caughnawaga			2916
		749		Highlands			2914
		751	8.53	Montreal Junc.		7.57	2311
		751	* 9.00	Westmount		* 7.50	2908
No	3033	758	9.05	Montreal, Windsor St.		7.45	2906
Stop	3031					P.M.	
	3027						
11.35	3020						
11.23	3018						
P.M.							

* Flag Station. † Refreshment Stations. * Stops at Westmount to take on and let off passengers for or from Sherbrooke and beyond only.
Dining Car from Brownville Junc. to Truro.

Miles from Halifax	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		ARRIVE	
	Arrives Daily except Mondays	the St. Lawrence, where dwell the descendants of the once powerful Iroquois nation. From here come the celebrated dusky lacrosse players. Crossing the broad St Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal.	Leaves Daily except Saturdays	
	Lachine Rapids		Windsor St. Stn	

Rou

From N
ROUTE
picturesque
attractive
Lake, Pa
River on
and into t
be pleas
York up
York is lo
and Mont

ROUTE
via the ea
Bonavent
Pacific W
days, 7.0
10.15 p.m.

ROUTE
son R.R.
varied in
plain at a
cost in pr
7.00 p.m.
p.m. and

From
Windsor
Sundays
D. & H. B
7.00 p.m.
week day

From
leave from
p.m. day
7.50 a.m.
part of l
of north
Mts.—Fr
Windsor
daily, Su

From
leave Por
the Whi
startling
New Ha
trains fr
Pacific t
daily, Su
during s

Trains
the map
just abo
which T

From
steamers
months,
Ontario
daily, ex
Ontario
Pacific R
mental li
be reach

Time
it is not gu

Routes to and from Montreal.

From **New York to Montreal** a choice of several routes is offered.

ROUTE I.—The New York Central Route is up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive Summer Resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above. New York is left at 8.30 a.m. week days, 6.00 p.m. daily, Sundays included, and Montreal is reached at 9.10 p.m. and 8.35 a.m.

ROUTE II.—Is via N.Y.C. Rd. to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station. New York is left at 9.30 a.m. week days, 7.00 p.m. daily, Sundays included, and Montreal reached at 10.15 p.m., and 7.40 the following morning.

ROUTE III.—Same as Route II. to Troy, thence Delaware & Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket. New York is left at 9.30 a.m. week days, 7.00 p.m. daily, Sundays included, and Montreal reached at 8.50 p.m. and 7.30 a.m.

From **Montreal to New York**, New York Central trains leave Windsor Street Station at 8.20 a.m. week days, and 4.45 p.m. daily, Sundays included, arriving there at 10.00 p.m. and 7.30 a.m. Via the D. & H. Rd., trains leave Bonaventure Station 9.10 a.m. week days, 7.00 p.m. daily, Sundays included. Via Central Vermont at 9.00 a.m. week days and 7.10 p.m. daily, Sundays included.

From **Boston to Montreal** through Canadian Pacific trains leave from the Lowell Depot at 9 a.m. week days only, and 8.00 p.m. daily, Sundays included, arriving at Montreal at 8.35 p.m. and 7.50 a.m., respectively. The route traverses the most interesting part of New England, past the White Mountains the rich valleys of northern Vermont, along Lake Memphremagog and the Green Mts.—From **Montreal to Boston** Canadian Pacific trains leave Windsor Street Station at 9 a.m., week days only, and 8.20 p.m. daily, Sundays included. Through Sleeping and Parlor Cars.

From **Portland, Me., to Montreal**. The Maine Central trains leave Portland at 8.45 a.m. and 3.30 p.m., week days only, entering the White Mountains at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's and Lunenburg, and across New Hampshire to St. Johnsbury, Vt., where they connect with the trains from Boston.—From **Montreal to Portland** Canadian Pacific trains leave at 9 a.m., Sundays excepted, and 8.20 p.m. daily, Saturdays excepted. Through Sleeping and Parlor Cars during summer months.

Trains from **Boston and Portland** cross the St. Lawrence by the magnificent steel bridge of the Canadian Pacific Railway just above Montreal, and stop at Windsor Street Station, from which Transcontinental trains depart.

From **Niagara Falls, Toronto and The Thousand Islands**, steamers descend the St. Lawrence River, during the summer months, through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence. Steamers leave Toronto daily, except Sundays. The traveller may, if he desires, cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific Railway in one day or one night, or reach the Transcontinental line via the Ontario route at North Bay. Niagara Falls may be reached by several railroads from Boston or New York.

Time of Foreign Railway and Steamship Lines is given as information only; it is not guaranteed, and is subject to change without notice.

East-bound
Train
Miles
from
Vancouver

ARRIVE

Leaves Daily
except
Saturdays

Wind's
St. Stn

Transcontinental Rail Route

MONTREAL and VANCOUVER:

2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
0	A.M. 9.50	Montreal —(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1700. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis depart from Windsor Street Station.	P.M. 7.45 ARRIVE	2906 To New York 385; to Boston 332.
	LEAVE		Daily except Sunday	
	Daily, except Sunday		Five days and 6 hours from Vancouver	
	EASTERN TIME (East of Fort William)		Railway connections	
5	10.02	Montreal Junc. —This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fame-	7.35	2901

* Refreshment Station.
Additional trains run between Montreal, Ottawa and Upper Ottawa Valley.
See current time tables.

Miles from Montreal

West-bound Train

10

12

17

20

27

32

37

44

49

57

59

65

74

79

84

90

94

100

104

109

114

118

* Refreshment Station.

Route

R :

: 998 Miles

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
		use being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.			
	A.M. 10.15	Outremont Junc. —A rising suburb of Montreal. Junction with lines for Toronto, Boston, Portland, Halifax, etc.		P.M. 7.22	
10		Sault aux Recollets —Rapids of a branch of the Ottawa.			2896
12	10.31	St. Martin Junction —Divergence of line to Quebec.		7.06	2894
17		Ste. Rose			2889
20	No	Ste. Therese		6.53	2886
27	Stop	St. Augustin			2879
32		Ste. Scholastique		6.31	2874
37	11.20	St. Hermas			2869
44	No	Lachute			2862
49	Stop	St. Philippe West		6.05	2857
57		Grenville			2849
		the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese</i> three branch lines diverge to St. Lin, St. Jerome, Ste. Agathe, St. Jovite, Labelle and St. Eustache.			
	NOON 11.59	Calumet		P.M. 5.44	2847
59		Pointe au Chene			2841
65		Montebello			2832
74		Papineauville			2827
79		North Nation Mills			2822
84		Thurso			2816
90	No	Rockland		No	2812
94	Stop	Buckingham		Stop	2806
100		L'Ange Gardien			2802
104		East Templeton			2797
109		Gatineau			2792
114		Hull			2788
118					
		frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses,			
		Mines		Phosphate mines	

Refreshment Stations.

Flag Station

Ottawa Valley.

East-bound Train
P.M. 7.15
ARRIVE

Miles from Vancouver
2906
To New York 385;
to Boston 332.

Daily except Sunday

Five days and 6 hours from Vancouver

Railway connections

7.35 2901

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From Hull (pop. 10,000) an electric railway runs north of the Ottawa to AYLMER, from which the Pontiac Pacific Junction Ry. is extended seventy miles. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.		LEAVE	
	Aylmer Branch				
120	Ar 1.40 Lv 1.50 P.M.	Ottawa —Pop. 50,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactures. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain.		P.M. Lv 4.00 Ar 3.50	2786
	Capital of the Dominion			Lumber making	
122		Skead's	Leaving Ottawa		2784
124	f2.00	Britannia	the railway follows the south	No	2782
128		Bell's Corners	bank of the	Stop	2778
134	f2.22	Stittville	Ottawa River		2772
144		Ashton	for a distance, and on its wide		2763
		stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.			
148	2.53	Carleton Place (Junction) —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at SMITH'S FALLS. At Carleton Place are large saw-mills, railway and other workshops.		2.58	2758
155	3.09	Almonte	Proceeding from	2.38	2751
158		Snedden	Carleton Place, the line takes a		2748
163	3.31	Pakenham	north-westerly	2.17	1743
171	3.46	Arnprior	course, still following the beau-	2.00	2735
173	f3.52	Braeside	tiful Ottawa Valley, which, to	f1.51	2732
177	3.58	Sand Point	Pembroke and	1.46	2720
183		Castleford			2723

Refreshment Stations.

f Flag Station.

1 Refr

Miles from Montreal	West-bound Train
186	LEAVE
189	P.M.
198	f4.
205	4.
211	P.
214	
219	
	F to
224	5
229	f
234	f
241	f
246	6
251	h
255	f
262	f
270	f
274	f
284	f
297	f
307	f
	P
	T
	n
	I
318	
324	
330	f
337	
344	
348	f

[illegible]

Refreshment Station. *h* Stop on signal Wed. and Fri. only. *f* Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
358	9.47	Thorncliff	most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiscamingue, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiscamingue and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C. P. R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond <i>Thorncliff</i> is Nipissing Junction, the junction of the G. T. Ry. from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made. (See p. 85.)	7.37	2548
		Game		V. lley of and Mattawa	
		Grand Trunk Ry.			
364	10.15	North Bay —Pop. 3,000. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and there are very good hotels. From North Bay to <i>Heron Bay</i> , on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places	7 25	2542	
		Lake Nipissing		cars for Trnto	
	P. M.				
374	10.34	Beaucauge		7.51	2253
378	10.42	Meadowside		7.42	2528
387	11.00	Sturgeon Falls		7.25	2519
390	11.05	Cache Bay		7.20	2516
397	11.19	Verner		7.06	2509
406	11.35	Warren		5.50	2500
412		Hagar			2491
419	11.56	Markstay		5.26	2487
427		Stinsons			2479
431	12.20	Wahnapiatae		5.02	2475
436	A. M.	Romford		A. M.	2470
Refreshment Station				Flag Station	

Miles from Montreal	West-bound Train	LEAVE
443		12
450		f1
455		f1
461		f1
467		f1
478		2
480		2
498		f3
515		f3
532		
549		f3
564		f3
581		f3
599		f3

[illegible]

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE			LEAVE			LEAVE
	A.M.			P.M.			
615	7.38		and railway structures. <i>Biscotasing</i>	10.04	2291		
629	7.10	Chapleau	is situated on an	9.22	2277		
644	7.44	Pardee	extensive and ir-	8.47	2262		
661	7.17	Windermere	regular lake of	8.07	2245		
675	9.47	Dalton	the same name,	7.33	2231		
685		Missanabie	and has a consid-		2221		
694	10.31	Lochalsh	erable trade in	6.49	2212		
710	11.04	Otter	furs and lumber.	6.14	2196	923	7.4
727	11.43	Grassett	<i>Chapleau</i> (pop.	5.37	2179	946	7.8
747	12.35	Amyot	700) is another	4.50	2159	961	7.9
763	1.11	White River	divisional point,	4.10	2143	970	7.9
776	1.42	Bremner	with railway	3.42	2130	979	7.9
787	2.01	Trudeau	workshops and is	3.18	2119		
797	2.25	Cache Lake	a bright railway	2.55	2109		
	P.M.	Malgund	town. Farming	P.M.			
			operations on a				
			small scale have				
			recently been				
			commenced here.				
			It is charmingly				
			situated on Lake Kabequash, the				
			waters of which flow into James' Bay.				
			Near <i>Missanabie</i> , where Dog Lake				
			is crossed, a short portage connects the				
			waters flowing southward into Lake				
			Superior with those flowing north-				
			ward into Hudson's Bay. Furs are				
			brought here from the far north for				
			shipment. 19 miles south of Missan-				
			abie is excellent trout fishing, and the				
			country is rich in minerals. Beyond				
			<i>Missanabie</i> for				
			sixty miles are				
			many very heavy				
			rock cuttings.				
			<i>White River</i> , in				
			addition to build-				
			ings common to				
			all divisional stations, has yards for				
			resting cattle <i>en route</i> from the North-				
			west to the eastern market. From				
			<i>White River</i> station the railway fol-				
			lows the river of the same name to				
			Round Lake, and then crosses a level				
			tract with occasional rocky uplifts to				
			the Big Pic River, which is crossed by				
			a high iron bridge; and a mile beyond				
			is <i>Heron Bay</i> , from which for sixty				
			miles the line is carried through and				
			around the bold and harsh promontor-				
			ies of the north				
			shore of Lake				
			Superior, with				
			deep rock cut-				
			tings, viaducts				
			and tunnels con-				
			stantly occurring, and at frequent				
			intervals, where the railway is cut out				
			of the face of the cliffs, the lake comes				
			into full view. No part of this wonder-				
			ful scenery should be missed by the				
			traveller, who should be on the look-				
			out before reaching <i>Peninsula</i> . The				
			great sweep around Jackfish Bay is				
			particularly fine. Jackfish is the great				
			coaling station for the railway on the				
			northeast angle of Lake Superior, and				
			near it gold mines are being profit-				

[illegible]

STATIONS—DESCRIPTIVE NOTES

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE		LEAVE			LEAVE	
Daily, except Saturday.		1226	7.13	Eagle River	20.53	1680
		1236	7.41	Vermillion Bay	20.25	1670
		1244	f8.02	Gilbert	f20.06	1662
		1250	f8.20	Parrywood	f19.50	1656
		1259	f8.43	Summit	f19.30	1647
		1267	9.03	Hawk Lake	19.13	1639
		1278	f9.28	Scovil	f18.45	1628
		1283	9.41	Rossland	18.31	1623
			A. M.			
				sight. At Dryden the Ontario Government have established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. <i>Rat Portage</i> (pop. 4,500) at the principal outlet of the Lake of the Woods, is an important mining centre with several large saw-mills, the product of which is shipped westward to the prairies, and the key to the great gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific. It is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break thro' a narrow rocky rim at Rat Portage and Keewatin, and fall in to the Winnipeg River. Near Keewatin are the newly completed works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to eastern markets. <i>Norman</i> is an adjacent village, and at <i>Keewatin</i> (pop. 1,400) near by is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At <i>Whitemouth</i> , where settlement is reaching		
Thunder Bay			The Lake of the Woods		The Wabigoon District.	
		1291	A. M.	Rat Portage	P. M.	
		1293	10.13	Norman	18.10	1615
		1295	10.25	Keewatin		1613
		1303	f10.45	Ostersund	17.47	1611
		1310	f11.07	Deception	f17.30	1603
		1314	11.20	Kalmar	f17.12	1596
5.00 1805		1322	f11.37	Ingolf	17.02	1592
f4.48 1800		1327	f11.46	Cross Lake	f16.43	1584
4.35 1884		1333	f11.58	Telford	f16.32	1578
4.15 1875		1343	12.21	Rennie	f16.20	1573
4.00 1808		1349	f12.33	Culver	15.55	1563
f3.47 1802		1353	f12.43	Darwin	f15.40	1557
f3.36 1857		1363	13.05	Whitemouth	f15.30	1553
3.28 1853		1369	f13.20	Shelly	15.05	1543
f3.15 1847		1379	13.43	Molson	f14.52	1537
2.54 1836		1388	14.05	Beausejour	14.30	1527
f2.31 1826		1395	14.23	Tyndall	14.05	1518
f2.15 1818		1403	14.43	Selkirk	13.50	1511
2.00 1810		1409	f14.57	Gonor	13.32	1503
f1.43 1802		1416	15.13	Bird's Hill	f13.17	1497
1.27 1796			P. M.		13.01	1490
f1.10 1788					P. M.	
24.48 1778						
f24.25 1767						
A. M.						
			Daily, except Tuesday		Daily, except Friday	
MID'T						
24.08 1760						
f23.30 1751						
f23.15 1743						
22.53 1732						
f22.30 1722						
f22.03 1710						
21.46 1702						
21.33 1697						
f21.17 1690						
Flag Station.						
Flag Divisions. By this noon to midnight are						

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Valley	Miles from Montreal	West-bound Train
1424	Ar 15.35 Lv 17.10	Daily	large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached. Winnipeg—Alt. 700 ft. Pop. 40,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the junction of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and in the city is the chief land office of the Dominion Government in the West. The Company own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the trans-continental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to <i>Souris</i> and <i>Napinka</i> in Southern Manitoba, 150 and 221 miles distant respectively, and there connect with the branch line from Brandon through to Estevan or junction with the new Soo-Pacific line, and two other branches run N. and N. W., one to the old town of <i>Selkirk</i> and the other to <i>Stony Mountain</i> and <i>Stonewall</i>. The Hudson's Bay	Lv 12.40 Ar 11.30	1482	1431 1436 1446 1453 1459 1464 1473	17.3 17.4 18.0 18.1 18.2 18.4 18.5
		C. P. R. Land Offices		Daily		1480	19.0
		Railway connections		Visit C. P. R. Land Offices		1487 1495 1501 1509 1517 1522 1530 1538 1546 1551	19.0 19.1 20.0 20.1 20.2 21.0 21.1 21.2 22.0 22.1
		LEAVE WINNIPEG P.M. 17.10		THIRD DAY			
				ARRIVE AT WINNIPEG 11.30		1557	Ar

Refreshment Station

/ Flag Station.

	East-bound Train	Miles from Vancouver	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
			Miles from Montreal	West-bound Train		
			LEAVE		LEAVE	
			1431 17.30	Bergen	11.11	1475
			1438 17.47	Rosser	10.55	1467
			1446 18.00	Meadows	10.40	1460
			1453 18.15	Marquette	10.24	1453
			1459 18.28	Reaburn	10.11	1447
			1464 18.40	Poplar Point	10.00	1442
			1473 18.57	High Bluff	9.42	1433
				Railway also begins here, and is completed to Shoal Lake, 40 miles northwest, but is not operated. Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from Rosser as far as Poplar Point, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Long Lake is passed after leaving Reaburn.		
Lv 12.40 Ar 11.30	1482		1480 19.16	Portage la Prairie —Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Manitoba & Northwestern Ry. extends from here 223 miles northwest, towards Prince Albert, the Dauphin railway branching off at Gladstone through the newly-opened Lake Dauphin district.	9.25	1426
				M. & N. W. Ry.	M. & N. W. Ry.	
			1487 19.35	Burnside	9.05	1419
			1495 19.54	Bagot	8.47	1411
			1501 20.08	McGregor	8.35	1405
			1509 20.25	Austin	8.19	1397
			1517 20.52	Sidney	8.02	1389
			1522 21.05	Melbourne	7.50	1384
			1530 21.23	Carberry	7.35	1376
			1538 21.44	Sewell	7.16	1368
			1546 22.01	Douglas	7.02	1360
			1551 22.15	Chater	6.50	1355
				bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (pop. 1200), an important grain market. From Sewell it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From Chater, the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Ha niota</i> , a distance of 51 miles. Four miles beyond Chater the Assiniboine is crossed by an iron bridge and Brandon is soon reached.		
				The Assiniboine	CENTRAL TIME (Brandon to Port Arthur)	
			1557 Ar 22.30 Lv 21.50	Brandon —Alt. 1,150 ft. Pop. 5,400. A divisional point; the largest grain	Lv 6.35 Ar 5.15	1349
				f Flag Station		

THIRD DAY

ARRIVE AT WINNIPEG 11.30

f Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE		market in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. The Pipestone Branch line runs from here to Reston about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the newly opened Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes here to "Mountain".	LEAVE			
		MOUNTAIN TIME (Brandon to Donald)		A great wheat market		1748	6.1
1505	22.13	Kemnay	one hour slower.	4.50	1341		For Qu'Appelle
1573	22.35	Alexander	Beyond Brandon	4.28	1333		
1581	22.58	Griswold	the railway draws	4.02	1325		
1589	23.18	Oak Lake	away from the	3.40	1317		
1597	23.40	Routeledge	Assiniboine River	f3.15	1309		
1604	24.00	Viriden	and rises from its valley to a	2.55	1302		
1612	24.22	Hargrave	'rolling' or undulating prairie,	2.30	1294		
1621	24.45	Elkhorn	well occupied by prosperous farmers,	2.05	1285	1756	f6.3
1635	1.25	Fleming	as the thriving villages at frequent intervals	1.25	1271		
1643	1.48	Moosomin	bear evidence.	1.02	1263	1765	6.5
1650	f2.06	Red Jacket		f24.42	1256	1772	f7.1
1659	2.27	Wapella		24.20	1247		
1667	f2.45	Burrows		f24.00	1239		
1673	3.00	Whitewood		23.45	1233		
1680	f3.17	Perceval		f23.28	1226		
		Viriden is the market town of a particularly attractive district but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant.				1781	7.5
1688	3.45	Broadview —Alt. 1,950 ft. Pop. 700. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.		23.10	1218		Cap of N. V. Ter
1696	f4.05	Oakshela	Westward the line follows a gradually rising prairie.	f22.37	1210		
1704	4.22	Grenfell	<i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local	22.15	1202		
1711	f4.40	Summerberry		f21.55	1195		
1719	4.57	Wolseley		21.35	1187		
1728	5.18	Sintaluta		21.12	1178		
1738	5.43	Indian Head		20.45	1168		
		markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Gov-					

[illegible]

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE			LEAVE			LEAVE
		tories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 800 men, who are stationed at intervals					The Buffalo plains
	M't'd Police	over the Northwest, to look after the Indians and preserve order generally.					Game & wild fowl
1791	f8.00	Grand Coulee		f18.18	1115		
1798	8.20	Pense		18.00	1108		Canada
1806	f8.40	Belle Plaine		f17.42	1100		dian Agr's Co's Farm
1814	9.06	Pasqua		17.18	1092		
		From Pasqua a branch line extends south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.				1935	14.1
1822	Ar 9.25 Lv 9.55	Moose Jaw —Alt. 1,725 ft. Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.		Lv 17.00 Ar 18.30	1084		
						1944	f14.
						1953	f14.
						1963	f15.
						1970	15.
						1979	f15.
						→ 1989	f16.
						2000	f16.
1830	f10.11	Boharm	From Moose	f16.15	1076		
1839	f10.27	Caron	Jaw the line	f16.00	1067		
1846	f10.45	Mortlach	steadily rises on	f15.43	1060		
1857	11.05	Parkbeg	the eastern slope	15.25	1049		
1867	f11.33	Secretan	of the <i>coteau</i> and	f15.02	1039		
1876	11.53	Chaplin	winds through	14.42	1030		
1885	f12.14	Ernfold	an irregular depression to the	f14.20	1021		
1896	f12.36	Morse	basin of the Old	f13.56	1010		
1905	f12.55	Herbert	Wives' lakes—	f13.36	1001		
1913	13.15	Rush Lake	extensive bodies	13.15	993		
1921	f13.32	Waldeck	of water having	f12.58	985		
1929	f13.52	Alkins	no outlet and	f12.41	977		
			consequently alkaline. The northern-most				
			of these lakes is reached at <i>Chaplin</i> . The country is treeless from the east-				

Refreshment Station

Flag Station

Ref

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
			The Buffalo plains	ern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Land and Ranche Company's farms. There are a number of these in various districts aggregating about 105,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a number of thoroughbred stock for their different ranches.	Wild fowl	
f18.18	1115		Game & wild fowl		Canadian Agr'cl Co's Farms	
18.00	1108					
f17.42	1100		Canadian Agr'cl Co's Farms			
17.18	1092					
		1935	14.15	Swift Current —Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Ranche Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 28,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.	12.30	971
					SECOND DAY	
Lv17.00 Ar16.30	1084					
		1944	f14.32	Leven	f12.03	902
		1953	f14.53	Goose Lake	f11.45	953
		1963	f15.15	Antelope	f11.25	943
		1970	15.31	Gull Lake	11.10	937
		1979	f15.48	Carmichael	f10.52	927
→ 1989			f16.10	Sidewood	f10.28	916
		2000	f16.30	Crane Lake	f10.07	906
f16.15	1076	2010	f16.55	Colley	f9.47	896
f16.00	1067	2021	17.18	Maple Creek	9.26	885
f15.43	1060	2030	f17.36	Kincorth	f9.07	876
and 15.25	1049		P.M.		A.M.	
f15.02	1039			many places are covered with valuable timber. At <i>Crane Lake</i> is another farm of the Canadian Land and Ranche Company. This farm is entirely applied to stock raising and is the headquarters of the Company. There is another farm at Gull Lake entirely devoted to sheep, 6,000 being usually wintered there. The Railway Company have an experimental farm at Forbes. The satisfactory results obtained from working this and similar farms established by the Company at various		
f14.42	1030					
f14.20	1021					
f13.56	1010					
f13.36	1001					
13.15	993					
f12.58	985					
f12.41	977					
/ Flag Station		/ Refreshment Station			/ Flag Station	

TRANSCONTINENTAL RAIL ROUTE

[illegible]

East-bound Train	Miles from Vanc'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'r
LEAVE			LEAVE				
				are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg.			
		P. M.			Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains.	A. M.	
		2002 f20.18		Stair	At <i>Stair</i> the Railway crosses the first of the Canadian Land and Rancho Company's farms west of the Saskatchewan. There is a strong upgrade to <i>Bowell</i> ,	f6.32	814
		2099 f20.35		Bowell		f6.18	817
		2111 f20.57		Suffield		f5.53	795
		2119 f21.14		Langevin		f5.37	787
		2128 f21.32		Kininvie		f5.20	788
		2137 21.53		Tilley		5.03	769
		2148 f22.10		Bantry		f4.43	758
		2157 f22.28		Cassils		f4.25	749
Stock Rvrs profits		2165 f22.41		Southesk		f4.12	741
		2174 22.57		Lathom		3.55	732
A. M.		2182 f23.12		Bassano		f3.42	724
f8.48	800	2190 23.30		Crowfoot		3.25	716
8.22	854	2201 f23.52		Cluny	then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at	f3.05	705
f8.02	844						
7.32	829						
		MIDN'T				A. M.	
		2200 24.20		Gleichen		2.50	697
		2218 f24.44		Namaka		f2.16	688
		2225 f24.52		Strathmore		f2.08	681
		2233 f1.10		Cheadle		f1.51	673
		2244 1.32		Langdon		1.32	662
		2254 f1.55		Shepard		f1.11	652
		A. M.			<i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Rancho Company. The Company has 800 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000-acre farm of the Canadian Land and Rancho Company, devoted to both grain and cattle raising, and a few miles beyond <i>Shepard</i>	Nat'l Gas	
Coal Mines		First sight of the Rockies				Last glimpses of the Rockies	
7.10	822						
A. M.							

† Flag Station.

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	
	LEAVE			LEAVE			LEAVE	
2264	2.22	Calgary's advantages	the river is crossed by an iron bridge and the foot-hills are reached. Calgary —Alt. 3,388 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan and south to Macleod, thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.	24.50	642			
				Importance of Calgary				
2273	A. M. f 2.47		Keith —Alt. 3,525 ft.	By the time <i>Cochrane</i> is reached,	f 24.20	633		
2287	3.24		Cochrane —Alt. 3,700 feet	the traveller is well within the rounded grassy foot-hills and river "benches," or terraces. Extensive ranches	23.50	619		
2290	f 3.31		Mitford		f 23.43	616		
2297	f 3.51	Radnor —Alt. 3,800 feet		f 23.25	609			
2306	4.13	Morley —Alt. 4,000 ft.	are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys "change into broken ravines, and lo! "through an opening in the mist, "made rosy with early sunlight, we "see, far away up in the sky, its delicate, pearly tip clear against the blue, "a single snow peak of the Rocky "Mountains. . . . Our coarse natures "cannot at first appreciate the exquisite aerial grace of that solitary "peak that seems on its way to "heaven; but, as we look, gauzy mist "passes over, and it has vanished." (<i>Lady Macdonald.</i>)	23.07	600			
		The ranches of the foot-hills						
		FOURTH DAY						
2318	f 4.43	Kananaskis —Alt. 4,100 ft.	Approaching Kananaskis the mountains suddenly appear close at hand	f 22.41	588			
2326	f 5.03	The Gap —Alt. 4,200 ft.		f 22.25	580			
			and seemingly an impenetrable bar-					

TRANSCONTINENTAL RAIL ROUTE

35

	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE			LEAVE		LEAVE	
	24.50	642			rier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mount, and in approaching the station called <i>The Gap</i> , a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the atten-		
Importance of Calgary				Kananaskis Falls		Kananaskis Falls	
				Entrance to the Rockies		Exit from the mountains thro' Bow River Gap	
f24.20	683						
23.50	619						
f23.43	616						
f23.25	609			The Three Sisters			
23.07	600						
				Geology of the mountains		Peculiarities of mountain scenery	
f22.41	588						
f22.25	580			Grandeur and beauty			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train
	LEAVE	tion without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.	LEAVE			LEAVE
2331	A. M. 5.25 Observation Car Canmore	Canmore —Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos," which appear again further on in different stages of formation. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	P. M. 22.15 The Three Sisters Cascade Mt.	575	2346	A. M. 6
2339	f5.43	Duthil —Alt. 4,275 ft. "Here the pass	f21.48	567		
2341	5.50	Anthracite —Alt. 4,350 ft. "we are travelling through "has narrowed "suddenly to four miles, and as mists "float upwards and away, we see "great masses of scarred rock rising "on each side—ranges towering one "above the other. Very striking and "magnificent grows the prospect as "we penetrate into the mountains at "last, each curve of the line bringing "fresh vistas of endless peaks rolling "away before and around us, all "tinted rose, blush-pink and silver, "as the sun lights their snowy tips. "Every turn becomes a fresh mystery "for some huge mountain seems to "stand right across our way, barring "it for miles, with a stern face "frowning down upon us; and yet a "few minutes later we find the giant "has been encircled and conquered, "and soon lies far away in another "direction." (<i>Lady Macdonald.</i>) The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the	21.42 Be'uty of scen'ry along the Bow Anthracite coal	565		
	Be'uty of the pass					
	Anthracite coal	f Flag Station				

East-bound Train	Miles from Van'v'r	Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Van'v'r
LEAVE			LEAVE		LEAVE	
P. M. 22.15	575	2346	A. M. 6.07	Banff —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Pecchee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. The village of Banff is one and one-half miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. There are also a sanitarium and hospital in the village, and a mus-	P. M. 21.30	560
The Three Sisters			Rocky M'tain Park		Rocky M'tain Park	
Cascade Mt.			Cascade M'tain		Devil's Lake	
f21.48 21.42	567 565				Names of mountains visible from the station	
Be'uty of scen'ry along the Bow			Names of mountains seen at Banff station		Banff village	
			Banff Hotel			
An-thra-cite coal			C.P.R. hotel		C.P.R. hotel	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver	Miles from Montreal	Vancouver
	LEAVE	eum of more than local interest has been established by the Government. Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords fine sport. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 800 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	LEAVE			
	Banff Hot Springs		Banff Hot Springs			
2352	f6.20	Cascade—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	f21.11	554		2380
	Pilot and Castle Mts.		Enter-ing Rocky Mt. Park			
2363	f6.45	Castle Mountain—Alt. 4,570 ft.	f20.49	543		
2370	f7.02 A.M.	Eldon—Alt. 4,720 ft. name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at Laggan. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally im-	f20.32 P.M.	536		
	Saw-back & Bow ranges		Saw-back range			

2387

2388

East-bound Train	Miles from Vanc'v'r	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
LEAVE			LEAVE		LEAVE	
			Vermillion pass	posing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Pilot and Copper Mts.	
Banff Hot Springs			Mount Lefroy		Mt. Lefroy	
		2380	A. M. 7.25	Laggan —Alt. 4,930 ft. At Laggan the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. Laggan is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. No more delightful spot is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening.	P. M. 20.10	526
21.11	554		The first glacier		Descent of the Atlantic Slope	
Entering Rocky Mt. Park			Lake in the Clouds		Lakes in the Clouds	
20.49	543					
20.32 P. M.	536					
Saw. back range						
		2387	7.45	Stephen —Alt. 5,296 feet. The station at the summit of the Rocky Mts.,	19.50	519
		2389	7.55	Hector —Alt. 5,190 ft. like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in	19.40	517

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	honor of the first President of the Canadian Pacific Railway Co. Here is the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i> , and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base, near which the "Man on Horseback," a curious natural formation, is plainly observable. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	LEAVE	
	Summit of the Rockies		Summit of the Rockies	
	Sublime scenery		In front of Mt. Stephen	
	Mt. Stephen and its glaciers			2418
2397	Arrive 8.40	Field —Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, seven miles away, and reached by an excellent trail, which crosses a natural bridge, is one of the most pleasing places for tourists to spend a day.	18.55	509
	Breakfast at the Mt. Stephen House		Leave	2424
	Leave 9.10		Supper at the Mt. Stephen House	2431
			18.30	2437
			Arrive	
2404	9.37	Ottertail —Alt. 3,700 ft.	18.03	502
2410	9.55 A.M.	Leancoil —Alt. 3,570 ft.	17.43	496
		Two miles beyond Field, very lofty, glacier bearing heights are seen at the		
			Flag Station.	

! Refreshment Station.

! Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE						
Summit of the Rockies				north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leanchoil</i> , where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.	Van Horne Range	
In front of Mt. Stephen			West'n slope of the Kicking Horse Pass		Beaverfoot and Otter-tail Mts.	
18.55	509	2418	10.20	Palliser —Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i> , the mountain sides become vertical, rising straight up thousands of feet, and within an easy slope's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	17.15	488
Leave			Lower canyon of the Wapta		Lower canyon of the Wapta	
Supper at the Mt. Stephen House		2424	10.43	Glenogle	16.50	482
18.30		2431	11.10	Golden —Alt. 2550 ft. The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just	16.20	475
Arrive		2437	11.30	Moberly —Alt. 2540 ft. as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just	16.03	469
18.03	502		The Columbia and the Selkirks		At the foot of the Rockies	
17.43	496		Golden		Agriculture, sport and mines in the Kootenay Valley	
Flag Station.				Flag Station		

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	Navigation of the Upper Columbia	now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant and this is the point of departure for the famous East Kootenay mining district. About <i>Golden</i> , and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2.	MOUNTAIN TIME (Donald to Brandon)	
2448	ARRIVE DAILY 12.00	Donald —Terminus of Western Division.	LEAVE DAILY 15.40	458

DONALD AND VANCOUVER: 458 Miles Pacific Division

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
2448	LEAVE DAILY 11.15	Donald —Alt. 2,530 ft. <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, the head-quarters for the mountain section of the railway, with repair shops, etc. It is an important supply point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.—Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the	ARRIVE DAILY 14.30	458
2459	11.50	Beaver Mouth —Alt. 2,500 ft.	13.55	447
	PACIFIC TIME (Donald to the Coast)	Refinement Station	Second crossing of the Columbia	

East-bound Train	Miles from Vanc'v'r
MOUNTAIN TIME (Donald to Brandon)	
LEAVE DAILY 15.40	458
Miles	
East-bound Train	Miles from Vanc'v'r
ARRIVE DAILY 14.30	458
13.55	447
Second crossing of the Columbia	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE	river makes its final and mad plunge down to the level of the Columbia.	LEAVE	
2465	f12.10	Six-Mile Creek — Alt. 2,900 ft.	f13.35	441
2474	13.00	Bear Creek —Alt. 3,500 ft.	13.00	432
	Beav'r Valley	into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway	Beav'r-mouth	
	Big trees	Flag Station.	Descent of the Beav'r Valley	
	Superb view of the Selkirks		Superb views westward	
	The Surprise.		Beaver Valley	
	Hermit Mount			
	Stony Creek bridge		Stony Creek bridge	

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	bridges in the world.—All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.	LEAVE	
	The snow-sheds		The snow-sheds	2481
	Bear Creek		Descent thro' Bear Creek gorge	
	Mount Macdonald		Exit from Rogers' Pass	
	The Hermit			2483
2479	13.20	Rogers' Pass —Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley	12.40	427
	Peaks and glaciers in Rogers' Pass		Mts. Macdonald and Hermit	

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE			LEAVE			LEAVE	
The snow-sheds			A National Reserve	at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.			
		2181		Selkirk Summit —Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined.			425
Descent thro' Bear Creek gorge			Source of the Illicilliwaet			The summit of the Selkirks	
						Over-looking the gorge of the Illicilliwaet	
Exit from Rogers Pass			The Great Glacier			FIRST DAY	
		2483	Arrive 13.40	Glacier House —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain			423
12.40	427		Dinner			NOON Leave 12.20	
			Leave 14.10 P.M.			Dinner	
						Arrive 11.50	
Mts. Macdonald and Hermit			Sir Donald			Sir Donald and other peaks	

Refreshment Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vanc'y.
	LEAVE			LEAVE	
	Names of the peaks	behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company have built a large annex to the hotel to accommodate the increasing tourist travel that is not satisfied with the short stop made by train. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained. No tourist should fail to stop here for a day at least. Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snowshed the summit range, near Rogers' Pass is yet visible, with Sir Donald overlooking all.			
	The Great Glacier	The great glacier of the Selkirk			
	Game	Game			
	The Loop	Climbing the Loops			
2490	14.30	Ross Peak —Alt. 3,600 feet.	The Illecilliwaet River is here of no great size, but of course turbulent. Its water	11.25	416
2499	14.55	Illecilliwaet —Alt. 3,593 feet.	is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About <i>Ross Peak</i> station are many silver mines penetrating the crest of	10.55	407
	Silver mines	Game, lumber and silver mines			

† Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE	one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.	LEAVE	
The great glacier of the Selkirks		2505	15.20	Albert Canyon —Alt. 2,815 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	10.30	401
			Canyons of the Illicil-waet		Gorge of the Illicil-waet	
			Train stops		Train stops	
Game		2515	15.50	Twin Butte —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.	10.00	391
			Base of the Selkirks		Entering the Selkirks	
			Observation Car detached here		Observation Car	
Climbing the Loops		2527	16.40 P.M.	Revelstoke —Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank, half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. A most delightful side-trip can be enjoyed by taking the branch line to Arrowhead and steamer down Arrow Lake to Nakusp, near the foot of the upper lake, where rail communication is made with Sandon, in the very centre of the rich Slocan silver mining regions; and to Robson, a run of 165 miles through lovely scenery. From Robson, the Columbia & Kootenay Branch runs to Nelson, where another steamboat can be taken for a visit to the numerous gold, silver and copper mines on the Kootenay Lake, or to	9.25 A.M.	379
			The Columbia			
			Dining Car attached			
f11.25	416		Side-trip		Side-trip on the Columbia	
10.55	407					
Game, lumber and silver mines			Gold range			

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE	enjoy the magnificent lake and mountain scenery which this locality affords. From Robson the steamer continues on to Trail, the landing place for the new gold fields about Rossland, a mining camp of phenomenal growth, connecting with steamer for Northport on the Columbia, where rail connection is made for Spokane Falls, Washington. Revelstoke has an important trade with the Kootenay mining country, and Kootenay lake and valley are most readily and comfortably reached from here. On the lake portion of this new route is a first-class steamship service. The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbian range, and the most prominent one of them in view, towards the southwest, is Mt. Beg-		LEAVE	
2536	f17.15	Clairewilliam — Alt. 1,996 ft.	bie imposing and glacier-studded. The Columbia is crossed upon a bridge half a mile long, and the gold range is at once entered	f8.45	370
2544	17.39	Griffin Lake — Alt. 1,900 ft.		8.20	302
2555	f18.09	Craigellachie — Alt. 1,450 ft.	by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.	f7.45	351
		In the Eagle Pass		The ascent of the Eagle Pass	
		The last spike		Lovely Lakes	
				Base of the gold range	
2571	18.53	Sicamous Junc. — Alt 1,300 ft.	On the great Shuswap lakes, the centre of one of the best sporting regions on the line. Northward	7.02	335
2590	19.53	Salmon Arm		6.07	316
2597	f20.15	Tappen Siding	within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep	f5.45	303

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
			Game and fish	trolling for trout. The London <i>Times</i> has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most remarkable body of water. It lies "among the mountain ridges, and consequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the Spallumcheen mining district and other regions up the river around Okanagan Lake, where there is a large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the new, staunch, and elegantly-appointed steamer "Aberdeen" plies to Kelowna and to Penticton, at the foot of the lake from which the new Boundary Creek mining region is reached. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore, thirty-five miles from Vernon, the Governor-General of Canada has the largest fruit farm in the Dominion, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. The scenery here resembles the winsome Loch Lomond in Scotland, and is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game. Resuming the transcontinental trip, a writer says: "For 50 "miles the line winds in and out the "bending shores, while geese and "ducks fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scottish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the	Great Shuswap Lake and its sports	
7.45	370		The Shuswap lakes		View from Notch Hill	
8.20	302		Sicamous and Okanagan		Dining Car attached	
7.45	351					
The ascent of the Eagle Pass						
Lovely Lakes						
Base of the gold range						
			Shuswap & Okanagan Ry.		Little Shuswap Lake	
7.02	335					
6.07	316					
7.45	302					

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE	"South-western arm, the line strikes through the forest over the top of the intervening ridge [<i>Notch Hill</i>]. We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across the lake, its winding shores on both sides of the long and narrow sheet of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, hay stacks, and good farm houses on the level surface, while herds of cattle, sheep and horses roam over the valley and bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."	LEAVE	
2607	P.M. 720.45	Notch Hill —Alt. 1,708 ft.	A.M. 5.20	209
2622	21.35	Shuswap	4.25	284
2638	22.16	Ducks	3.45	288
	Ranches of the Thompson Valley		Farms and cattle herds	
	Old-time settlements		Old-time settlements	
2655	23.15	Kamloops —Alt. 1,500 feet. Pop. 1,500. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourish wherever irrigation is practicable.	3.05	251
	The North Thompson		Forks of the Thompson	
	Industries of the region		The 'bunch grass' country	

/ Flag Station

|| Refreshment Station

Miles from Montreal	West-bound Train
	LEAVE
2670	MIDN. 724.1
2680	24.1
2687	1.1
2702	2.1
2709	
2716	3.0
	Crib district
	The Black Canyon
2728	3.4
2734	4.1
2740	4.3

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
LEAVE			LEAVE		LEAVE	
A.M. 5.20	200	2670	MIDN'T 12.10	Cherry Creek .—Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's</i> the lake ends, the mountains draw near	f2.05	236
4.25	284					
3.45	268					
			Kamloops Lake			
		2680	24.49	Savona's Ferry	1.35	226
		2687	1.15	Pennys	1.15	219
arms and cattle herds				ed, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and transferred to the Company in 1886. <i>Pennys</i> is an old-time ranching settlement. <i>Ashcroft</i> has developed into a busy town, being the point of departure for Cariboo, and other		
		2702	2.12	Ashcroft —Alt. 1,075 ft.	MIDN'T 24.22	204
		2709		Basque Rancho		197
Old-time settlements		2716	f3.06	Spatsum	f23.35	190
			Cariboo district	gold fields in the northern interior of British Columbia. Trains of freight waggons drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut	Ashcroft and the Cariboo trade	
3.05	251					
			The Black Cany'n			
Forks of the Thompson		2728	3.46	Spence's Bridge	23.00	178
		2734	f4.10	Drynoch —Alt. 700 ft.	f22.39	172
		2740	f4.37	Thompson Siding	f22.15	166
The bunch grass country				the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges;		

f Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	The Nicola River	and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <i>Drynoch</i>, Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i>, a small trading town, now regaining its old-time prosperity, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and		The Nicola River	
	Grotesque forms of rocks			Fantastic canyon scenery	
	Thompson canyon			Ascending the Thompson River	
2750	5.12	Lytton —Alt. 675 ft.	a small trading town, now regaining its old-time prosperity, the canyon suddenly	21.44	156
2757	5.40	Cisco		21.18	149
2768	6.17	Keefers		20.42	140
	Observation Car attached (May 1 to Oct. 15)	widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i>. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and		Observation Car detached	
	The cantilever bridge			Upper valley and crossing of the Fraser	

/ Flag Station.

East-bound Train	Miles from Vancouver	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
LEAVE			LEAVE			LEAVE	
The Nicola River			The Cariboo road	turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Cisco, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearfishing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes			
Fantastic canyon scenery			Indians and Chinamen.			Salm'n and gold dust	
			Breakfast			Supper	
Ascending the Thomson River		2777	7 30	North Bend—Alt. 425 ft.	North Bend (a divisional point) a desirable and delightful stopping-	20.00	129
		2792	7 15	Spuzzum	place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near Spuzzum the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	f18.45	114
			FIFTH DAY			Entrance to the Fraser canyon	
21.44	156						
21.18	149		The great canyon			Cariboo wagon road	
20.42	140						
Observation Car detached							
Upper valley and crossing of the Fraser		2803	8.47	Yale—Alt. 200 ft.	Yale is the head of navigation and	18.12	103
		2817	9.17	Hope—Alt. 200 ft.	was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep cul de sac in the mountains, which rise	17.42	89
			Hope Peak			Hope and Yale	

Refreshment Station

Flag Station

TRANSCONTINENTAL RAIL ROUTE

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			LEAVE	
	End of the canyons	abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.		Approaching the Cascade Mountains	
				Dining Car	
2824	f 9.37	Ruby Creek	<i>Ruby Creek</i> is named from the garnets found in the vicinity. At <i>Agassiz</i> , overlooked by Mt. Che-am, is a Government experimental farm where fruit and grain are grown in great variety. <i>Agassiz</i> is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodations, and the country about is most interesting.	f 17.22	82
2835	9.57 A. M.	Agassiz		17.00	71
		Harrison Springs		Harrison Springs	
2844	10.17	Harrison	Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomene</i> , Mount Baker comes into view on the left, fifty miles away—a beautiful isolated cone, rising 14,000 feet above the railway level.	16.40	62
2853	f 10.38	Nicomene		f 16.18	53
		Mount Baker			
2863	11.09	Mission Junc.	From <i>Mission Jc.</i> a branch line crosses the Fraser River and runs to the international boundary line where rail connection is made with the Seattle & International Ry. for Seattle, Wash., thence via Northern Pacific Rd. to Tacoma, Portland, all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound,	15.50	43
2872	f 11.30	Wharnock		15.26	34
2879	f 11.46	Haney		f 15.11	27
2881	11.52	Hammond		15 05	25
		Branch Line.			
	Big Trees			Mount Baker	

/ Flag Station

East-bound Train	Miles from Vanc'y	Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'y
LEAVE				and for Portland and San Francisco. (See Condensed Time Table on pages 2 and 3.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.		
Approaching the Cascade Mountains			Observation Car detached			
		2888	12.17	New Westminster Junc.	14.45	18
		(2897)	(12.48)	(New Westminster)	(14.10)	(9)
			ARRIVE	WESTMINSTER (pop. 8,000), on the Fraser River, nine miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	Fraser River	
Dining Car			New Westminster			
f17.22	82	2893	12.27	Port Moody	14.30	13
17.00	71	2902	f12.46	Hastings	f14.12	4
				for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing <i>Hastings</i> , formerly a watering place, the young city of Vancouver soon appears.		
Harrison Springs			Along Burrard Inlet		FIRST DAY	
16.40	62		Daily			
f16.18	53					
			ARRIVE			
		2906	13.00	Vancouver —Pop. 20,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesque scenery, natural drainage, harbor facilities and commercial advantages. It has already extensive	14.00 P.M.	0
			1.00 P.M.		LEAVE	
15.50	43				Daily	
15.26	34					
f15.11	27					
15.05	25					
			Five days and 6 hours from Montreal		Vancouver; its site and commercial advantages	
Mount Baker						

Refreshment Station.

Flag Station

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
	LEAVE		LEAVE	
		wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Australia via Honolulu, H.L., and Suva, Fijian Islands, and Alaska and Puget Sound ports. The C.P.R. White Empress Line to the Orient, whose steamships are the only twin-screw vessels on the Pacific, takes the shortest, safest and most pleasant route, and avoids the uncertain weather of more southern latitudes. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A Clyde built steamer connects with Victoria, daily, except Monday, when connection is made via New Westminster—a ferryage of five hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, depart about every three weeks, and for Honolulu and Sydney, Australia, via Fiji Islands every month. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, and with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Kong and Australia. Victoria—Pop. 20,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the		
From Vancouver to Yokohama, 4,234; to Hong Kong, 5,806; to San Francisco, 830	Commercial advantages		Commercial advantages	
	Re-source's		Crossing the Gulf of Georgia	
2000	ARRIVE 9.15 7.15 P.M.		A.M. 1.00 LEAVE	84

Miles from Montreal

West-bound Train

LEAVE

See on an sp

Be the s rot in

Victoria is 3,250 miles, via C.P.R. From New York or Boston, and 5,700 from Liverpool via Montreal

St. S. C. r. t.

L

An ex dian Pac Monday, daily, ex From Ports; ex Victoria Ore., San

Lake Route

(SUMMER MONTHS ONLY)

Montreal and Toronto: 338 Miles
Ontario & Quebec Division

Toronto and Owen Sound: 122 Miles
Ontario & Quebec Division

Owen Sound and Fort William: 555 Miles
Lake Steamship

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
	LEAVE			ARRIVE	
	DAILY			DAILY	
0	9:00pm	Montreal	From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is seen at the left; and above the trees, further to the left a good view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	7:40am	2922
2	* 9:05	Westmount		* 7:35	2920
5	9:12	Montreal Junction		7:28	2917
	EASTERN STANDARD TIME			Ch'nge for Queb'c	To Boston 335 miles
7		Western Junc.			2915
10		Dorval			2912
13		Valois			2909
15		Beaconsfield		The St. Lawrence bridge	2907
20	9:32	Ste. Anne's	One of the five mouths of the Ottawa River is crossed by a fine steel bridge at Ste.	7:04	2902
24	9:40	Vaudreuil		6:57	2898

* Additional train leaves Montreal for Toronto at 8:50 a.m. on week days, arriving at Toronto at 7:20 p.m. Buffet Cars are run on all trains between Montreal and Toronto. Refreshment Station. * Stops only to take on and let off passengers from Toronto and west.

Miles from Montreal		West-bound Train	STATIONS—DESCRIPTIVE NOTES		East-bound Train	Miles from Vancouver
		LEAVE			LEAVE	
			Anne's, at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i>. Here a line branches off along the southern bank of the Ottawa River to Caledonia Springs and Alfred.			
			Ottawa River			
35		9.53	St. Clet	The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junction</i> the Canada Atlantic Rail-	6.40	2887
40			St. Polycarpe Junc.			2882
40			Dalhousie Mills			2876
54			Green Valley			2868
63			Apple Hill			2859
68			Monklands		Farms	2854
73			Avonmore			2849
79			Finch			2843
87		11.15	Chesterville		5.13	2835
93		11.24	Winchester		4.57	2829
101			Mountain		2821	
108		11.47	Kemptville Junc.	4.37	2814	
119		12.05	Merrickville	4.19	2803	
		MIDN'T	way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Rd., running to all important points in New York State. At <i>Merrickville</i>, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.			
28		A.M. 12.30	Smith's Falls—Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway. The town has a number of important manufacturing, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.	4.05 A.M.	2794	
2015						
2012						
2009						
2007						
The St. Lawrence bridge						
2002						
2898						
140		12.50	Perth—Pop. 4,000. A prosperous town with a number of mills, and an extensive manufacturing of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.35	2782	

East-bound Train	Miles from Vancouver
ARRIVE DAILY	
7.40am	2022
7.35	2020
7.28	2017
Ch'nge for Queb'c	
To Boston 335 miles	
2015	
2012	
2009	
2007	
The St. Lawrence bridge	
2002	
2898	

East-bound Train	Miles from Vancouver
7.04	2902
6.57	2898

on week days,
between Mon
on and let off

Refreshment Station

f Flag Station .

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES		East bound Train	Miles from Vancouver
	LEAVE			LEAVE	
148	A. M.	Bathurst	For 100 miles beyond <i>Perth</i> the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston on the St. Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and	A. M.	2774
155		Maberly			2767
166	1.37	Sharbot Lake Jc.		2.48	2756
175		Mountain Grove			2747
180	2.15	Arden		2.15	2742
191		Kaladar			2731
199		Sheffield			2723
207	2.57	Tweed		1.22	2715
216	3.12	Ivanhoe		1.02	2706
225	3.28	Central Ont. Jc.		12.47	2697
234		Blairton			2688
		Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and			
238	3.55	Havelock	extensively worked iron mines. <i>Havelock</i> is a railway divisional point,	12.25	2684
244		Norwood	with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.	12.05	2678
252		Indian River		MIDN'T	2670
		with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.			
262	4.42	Peterboro' —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufacturing. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions.	11.35 P. M.	2660	
		Rice Lake canoes and sport		Fishi'g resorts	
271		Cavanville	Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced and much		2651
280		Manvers			2642
283		Pontypool			2639
292		Burketon			2630
301	5.54	Myrtle		10.22	2621
310		Claremont			2612
318		Locust Hill			2604
326		Agincourt			2596
		attention is given to cattle breeding.			

attention is given to cattle breeding.

Miles from Montreal

West bound Train

333

LEA

6.

ARR

DAT

338

7.

A.

Co

m't

imp

tar

R

ou

|| Ref

Addi

ing at M

East-bound Train	Miles from Vancouver
LEAVE A.M.	2774
	2767
2.48	2756
	2747
2.15	2742
	2731
	2723
1.22	2715
1.02	2706
12.47	2697
	2688

12.25	2684
12.05	2678
MIDN'T	2670
11.35 P.M.	2660

Fishing resorts

10.22

2651
2642
2639
2630
2621
2612
2604
2596

Miles from Montreal	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
333	LEAVE 8.45	Leaside Junc. —Express trains run through by way of Toronto Union Station to Toronto Junc	9.25	2590
338	ARRIVE DAILY 7.10 A.M.	Toronto —Pop. 100,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. & N. W. Div. of the G. T. Ry. (see p. 65) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Line. At Toronto Junction the Credit Valley and Toronto, Grey & Bruce sections of the Canadian Pacific Ry. diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and at Windsor during the summer with C. P. R. steamers for Sault Ste. Marie and Fort William; the other connecting at Owen Sound with the C. P. Ry. Co.'s steamships for Sault Ste. Marie and Fort William.	P.M. 9.00 LEAVE DAILY	2585
	Commercial importance		EASTERN TIME	
	Railway outlets			

|| Refreshment Stations.

Additional train leaves Toronto for Montreal at 8.45 a.m. on week days, arriving at Montreal at 7.20 p.m.

Miles from Montreal	Express Westbd	STATIONS—DESCRIPTIVE NOTES		Express Eastbd	Miles from Vancouver
	LEAVE			ARRIVE	
338	8.00 A.M.	Toronto —Regular trains leave Toronto for Owen Sound at 8.00 a.m. and 5.30 p.m., and Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m. These trains run daily except Sundays and stop at all stations. During the season of navigation, the Steamship Express leaves Toronto on sailing days at 10.45 a.m., passing through Parkdale (10.55 a.m.), and Toronto Junction (11.03 a.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 10.00 a.m. on boat days, arriving Toronto 2.15 p.m.		8.40 P.M.	2585
	Mondays, Thursdays and Saturdays only.			Tuesdays and Saturdays only.	
384	10.07	Melville Junction.			2539
387	10.15	Orangeville —Pop. 4,000. A farming centre, as shown by the elevators at the station.		6.25	2536
	10.30			6.10	
391	10.40	Orangeville Junction —Branch line to TEESWATER.		6.01	2532
394		Laurel	A well cultivated plateau, furnishing lime and building stone.	5.52	2523
398	10.55	Orombles		5.45	2525
403	11.05	Shelburne		5.36	2520
406	11.11	Melancthon	The lakes of this region especially at Horning's	5.29	2517
410	11.19	Corbetton	Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.	5.21	2513
414	11.26	Dundalk —The road is here 1,300 feet above Lake Ontario.		5.14	2509
424	11.48	Flesherton —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> 4 m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.		4.53	2499
431	NOON	Markdale	A rolling, timbered and well-watered region.	4.40	2492
436	12.01	Berkeley		4.29	2487
440	12.12	Holland Centre	Fine farming in the valleys. Lumber, cord-wood	4.20	2483
447	12.24	Chatsworth	and tan-bark are	4.05	2476
452	12.45	Rockford	exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.	3.55	2471
460	P.M.	Owen Sound —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound about 1.00 p.m. on Mondays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone		P.M. Lv 3.40 Ar 6.00	2463
	Ar 1.00 Lv 1.00 P.M.			A.M.	
	Port of embarkation for the Upper Lakes			Trains leave Owen Sound for Toronto at 5.40 a.m. and 3.40 p.m.	

! Refreshment Stations.

/ Flag Station.

Miles from Montreal	West-bound Train	LEAVE
735	A.M. Ar 9.00 Lv 10.00	
	Arrive Wednesdays, Saturdays and Mondays.	
	EAST TIME	
1010	7.00	
1015	8.00	
	A.M.	
	ARRIVE	
	For Route is at Fort Williams Steamship about 1st Nov. change without While wait only at Fort Williams be supplied, if Arthur. The Ontario between Ontario	

LY)

Express Kast b d	Miles from Vancouver	Miles from Montreal	West- bound Train	STATIONS—DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
ARRIVE			LEAVE		LEAVE	
8.40 P. M.	2585			and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.		
Tuesdays, Thursdays and Saturdays only.		735	A. M. Ar 9.00 Lv 10.00	Sault Ste. Marie —Tuesdays, Fridays and Sundays going West, and Mondays, Wednesdays and Fridays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic Ry. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc.	NOON 112.00 111.00 A. M.	2188
16.25 6.10	2539 2536		Arrive Wednesdays, Saturdays and Mondays.		The C.P. steamer leaves Fort William Thursdays, Sundays and Tuesdays.	
6.01	2532					
5.52	2529					
5.45	2525					
5.36	2520					
5.29	2517					
5.21	2513					
5.14	2509					
4.53	2499					
		1010	EAST. TIME 7.00	Port Arthur —See page 23.	EAST. TIME 8.30	1913
		1015	8.00	Fort William —Arrives Wednesdays, Saturdays and Mondays going West. Leaves Thursdays, Sundays and Tuesdays going East.	8.00 A. M.	1908
4.40	2492		A. M.		LEAVE	
4.29	2487		ARRIVE			
4.20	2483					
4.05	2476					
3.55	2471					
P. M. Lv 3.40 Ar 6.00	2463					
A. M.						

For Route west of Fort William see Transcontinental Rail Route, page 23. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 1st November, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports.

ation.

Ontario Route

Toronto and North Bay : 228 Miles, G. T. Ry.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver	ARRIVE
	LEAVE			ARRIVE		
0	12.30pm	Toronto —Union Station. See page 61.		4.30	2770	
30		Aurora	This road passes northward thro' an elevated agricultural region to the borders of Lake Simcoe. <i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.10 a.m. and 4.35 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>	P.M.	2740	
35		Newmarket			2735	
38		Holland Landing			2732	
63	2.40	Allandale		2.35 P.M.	2707	
	Week days only.					
87	3.20	Orillia		1.32	2684	
112	4.35	Gravenhurst		12.30 P.M.	2658	
				NOON		
122	4.55	Bracebridge		11.55	2648	
146	5.55 P.M.	Huntsville		11.05 A.M.	2624	
	Hotels and summer sport	This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from		Among the Muskoka lakes		

|| Refreshment Station.

Miles from Toronto	Express North-bound	LEAVE
171		7.03
183		7.30
189		7.52
220		9.20
		Week days only.

228	9.40 P.M.
-----	-----------

Refreshment Station.

Miles from Toronto	Express North-bound	STATIONS—DESCRIPTIVE NOTES		Express South-bound	Miles from Vancouver
	LEAVE			LEAVE	
171	7.03	Burk's Falls	the railway.	10.05	2599
183	7.30	Sundridge	Beyond Lake	9.40	2587
189	7.52	South River	Rosseau, the	9.25	2581
220	9.20	Callander	great forests, always diversified by lakes in	8.00	2550
	Week days only.	picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined at <i>Nipissing Junction</i> , about four miles east of North Bay, but train connection is made at latter point, and its tracks are followed into North Bay.			
	ARRIVE			A.M.	
228	9.40	North Bay —See p. 20. These trains from Toronto make close connection with the Canadian Pacific Transcontinental Rail Route express trains to and from Winnipeg and Vancouver.		7.40	2542
	P.M.			LEAVE	

Refreshment Station.

s, G. T. Ry.

31.
 es
 co'
 ri-
 on
 ers
 be.
 ng
 nd
 was
 of
 he
 om
 tes
 ave
 m.
 e is
 as
 een
 va-
 und
 e of
 at
 e is
 ille
 re-
 mu-
 ns.
 eral
 lake
 k of
 ide-
 kes
 ted
 heir
 t of
 ous,
 ake
 and
 ood
 l in
 lea-
 pal
 un-
 shed
 open
 rom

Among the Muskoka lakes

Sleeping and Parlor Car Service

FROM	TO	SLEEPING CAR		PARLOR CAR	
		Depart	Berth Rate	Depart	Seat Rate
○ Bangor	St. John	† 5.30 am	\$ 2.00		\$ 1.00
○ Bangor	Boston	† 11.25 pm	2.00		1.00
○ Boston	St. John (\$ 7.00 p.m.)	† 7.45 "	2.00		2.00
○ Boston	Bangor (\$ 7.00 p.m.)	† 7.45 "	2.00		1.00
○ Boston	Montreal	† 8.00 pm	2.00	† 9.00 am	1.50
○ Boston	Chicago		5.50		
○ Boston	St. Paul	† 9.00 am	7.00		
○ Boston	Toronto (\$ 3.00 p.m.)	† 11.25 pm	3.00		
○ Chicago	Polk St. Depot		3.00		
○ Chicago	Montreal (\$11.25 pm)	† 8.00 pm	5.00		
○ Chicago	Boston and Portland		5.50		
○ Detroit	Toronto		3.50		
○ Detroit	Fort Street Union Stn		4.50		
○ Detroit	Montreal		4.50		
○ Detroit	Boston via St. John	† 7.00 am	4.00	† 8.30 am	2.00
○ Montreal	New York	† 4.45 pm	2.00	† 9.00 "	1.50
○ Montreal	Boston	† 8.20 "	2.00	† 9.00 "	1.50
○ Montreal	Portland		2.50		
○ Montreal	St. John	† 7.45 "	4.00		
○ Montreal	Halifax via St. John	† 7.45 pm	4.00		
○ Montreal	Vancouver	† 9.50 am	20.00		
○ Montreal	Toronto	† 9.00 pm	2.00	† 8.50 am	1.00
○ Montreal	Detroit		3.50		
○ Montreal	Chicago	† 9.00 "	5.00		
○ Montreal	St. Paul	† 9.10 "	6.00		
○ Montreal	Duluth		6.00		
○ Montreal	Ottawa	† 9.10 "	1.50	† 9.00 am	75
○ Montreal	Quebec	† 11.00 "	1.50	† 3.30 pm	75
○ Montreal	Montreal		2.00	† 7.40 am	2.00
○ New York	Montreal	† 8.00 "	2.00	† 8.30 am	1.00
○ North Bay	Toronto	† 8.50 "	2.00		
○ Ottawa	Toronto and Portland	† 10.35 pm	2.00		
○ Ottawa	Montreal	† 4.25 am	1.50	† 8.30 am	50
○ Owen Sound	Toronto	† 4.25 am	2.00		50
○ Portland	Montreal	† 11.00 pm	1.50	† 1.40 pm	75
○ Quebec	" (\$1.25 p.m.)				
○ Sault Ste. Marie	Duluth	† 5.45 "	2.50		
○ Sault Ste. Marie	St. Paul	† 4.50 pm	2.50		
○ Seattle	St. Paul	† 9.00 am	13.50		
○ St. John	Montreal	† 4.10 pm	2.50		
○ St. John	Boston	† 4.10 "	3.00		2.00
○ St. Paul	Winnipeg	† 7.45 pm	3.00		
○ St. Paul	Seattle	† 9.20 am	13.50		
○ St. Paul	Montreal	† 7.20 pm	6.00		
○ St. Paul	Boston via Montreal	† 9.00 "	7.00	† 8.45 am	1.00
○ Toronto	Montreal	† 9.00 "	2.00		
○ Toronto	Ottawa	† 9.00 "	2.00		
○ Toronto	Chicago	† 4.00 "	3.00		
○ Toronto	North Bay	† 5.15 "	2.00	† 12.30 pm	1.00
○ Toronto	Vancouver via North Bay	† 12.20 "	18.50		
○ Toronto	Owen Sound				50
○ Vancouver	Montreal	† 8.00 "	20.00		
○ Vancouver	Winnipeg	† 8.00 "	12.00		
○ Vancouver	Vancouver	† 5.10 "	12.00		
○ Winnipeg	Vancouver	† 8.20 pm	3.00		
○ Winnipeg	St. Paul				

* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. ¶ Daily, except Sat. and Sun. & Daily. Vancouver to Winnipeg: daily, except Friday. Winnipeg to Montreal: Sleeping Cars run from about 1st June to about 30th October; Parlor Cars from about 30th June to about 2nd October. † From about June 2nd to about Sept. 15th only. ○ Sleeping Car lines operated partly by C. P. Ry. and partly Sleeping Car Companies.

Proportionate Rates between other Stations.

Sleeping Car Sections, in Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation.

Two adults, WHEN TRAVELING TOGETHER AND BOARDING CAR AT SAME STATION, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers; other ticket agents will secure accommodation on application to them:

Boston	W. BENSON, 197 Washington St.	Sault Ste. Marie, Mich.	R. B. FINCH, Union Station.
Halifax	C. S. PHILIPS, 126 Hollis St.	St. John, N.B.	W. H. C. MACKAY, Chubb Corner.
Montreal	W. F. EGG, 129 St. James St.	Toronto	C. E. M'PHERSON, A. G. P. A., 1 King St. East.
Ottawa	J. E. PARKER, 42 Sparks St.	Vancouver	JAMES S'CLATER, Station Ticket Agent.
Portland, Me.	G. H. THOMPSON, Maine Central Rd. Station.	Winnipeg	D. M. McLEOD, 471 Main St.
Quebec	GEO. DUNCAN, Opposite Post Office.		

Telegrams for accommodation required same night should be addressed to station agents if sent after 6.00 p.m. All city telegrams based on Sundays and legal holidays, and close at 6.00 p.m. week days. Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

PACIFIC EXP. (Westbound)—North Bay, Fort William, Winnipeg, Regina, Calgary, (from 1st Nov. to 30th April), Banff (from 1st May to 31st Oct.), Glacier.

ATLANTIC EXP. (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Regina, Brandon, Winnipeg, Ft. William, North Bay.

St. Paul Exp.—Montreal, St. Ste. Marie, Mich., Boston Exp.—Montreal, St. Ste. Marie, Mich.

Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

Stop-over—Holders of through Sleeping Car Tickets, reading through both Winnipeg and Mission June, in either direction, will be furnished on application with Sleeping Car Porters, with check for stop over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend as desired.

J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL

To Japan

The Canada gives the short forms an import Empress Line China, and visit countries, and the world. China, and is Vancouver is port. The na the uncertain courteous office.

The stea Japan," built mails, are stat burthen, are screw steamsi sion engines, a The cabin new features b The promen Rooms, Social anything afloa modern marin

NAME OF

EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O

NAME OF

EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O
EMPRESS O

The usual saki, 10 hours or increased Agents at those of Express fro

This Hi Europe and Honolulu, an and Mlowier allowed first privilege and

Name of Steamshi

MLOWERA
AORANGI
WARRIMO
MLOWERA

Name of Steamshi

MLOWERA
AORANGI
WARRIMO
MLOWERA

Name of Steamshi

MLOWERA
AORANGI
WARRIMO
MLOWERA

Name of Steamshi

MLOWERA
AORANGI
WARRIMO
MLOWERA

Service

To Japan and China—C. P. R. Royal Mail Steamship Line.

The Canadian Pacific Railway Co's fast steamship service on the Pacific Ocean gives the shortest, safest and best route between Canada and the Orient, and also forms an important link in the popular "Around the World" trip. By the White Empress Line of the Canadian Pacific, tourists can easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries, and they can, if they wish, continue the journey to Australia or around the world. The route from Vancouver, B. C., to Yokohama, Japan, Shanghai, China, and Hong Kong, is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port. The passage is generally a very pleasant one, the course taken avoiding the uncertain weather of more southerly latitudes, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China," and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch, speedy and spacious. They are uniformly built of 6,000 tons burthen, are 135 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidsips, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word modern marine architecture has in these palaces excelled itself.

INTENDED SAILINGS—WESTBOUND

NAME OF STEAMSHIP	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai (Woo-sung)	Hong Kong
	Dep. (1.05 pm)	Arr.	Arr.	Arr.	Arr.	Arr.
	1897	1897	1897	1897	1897	1897
EMPERESS OF JAPAN.....	Apr. 19	May 3	May 5	May 7	May 8	May 11
EMPERESS OF CHINA.....	May 10	May 21	May 26	May 28	May 29	June 1
EMPERESS OF INDIA.....	May 31	June 11	June 16	June 18	June 19	June 22
EMPERESS OF JAPAN.....	June 21	July 5	July 7	July 9	July 10	July 13
EMPERESS OF CHINA.....	July 12	July 26	July 28	July 30	July 31	Aug. 3
EMPERESS OF INDIA.....	Aug. 2	Aug. 16	Aug. 18	Aug. 20	Aug. 21	Aug. 24

AND EVERY THREE WEEKS THEREAFTER.

INTENDED SAILINGS—EASTBOUND

NAME OF STEAMSHIP	Hong Kong	Shanghai (Wo-sung)	Nagasaki	Kobe	Yokohama	Vancouver
	Dep.	Arr.	Arr.	Arr.	Dep.	Arr.
	1897	1897	1897	1897	1897	1897
EMPERESS OF INDIA.....	Apr. 28	Apr. 30	May 3	May 4	May 7	May 19
EMPERESS OF JAPAN.....	May 19	May 21	May 24	May 25	May 28	June 9
EMPERESS OF CHINA.....	June 9	June 11	June 14	June 15	June 18	June 30
EMPERESS OF INDIA.....	June 30	July 2	July 5	July 6	July 9	July 21
EMPERESS OF JAPAN.....	July 21	July 23	July 26	July 27	July 30	Aug. 11
EMPERESS OF CHINA.....	Aug. 11	Aug. 13	Aug. 16	Aug. 17	Aug. 20	Sep. 1

AND EVERY THREE WEEKS THEREAFTER.

The usual stay at intermediate ports is:—Yokohama, 24 hours; Kobe, 12 hours; Nagasaki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from Company's Agents at those ports the exact hours of departure. Steamers leave Vancouver on arrival of Express from the east, and call at Victoria to land and embark passengers.

Canadian-Australian S.S. Line

This line was established in 1893, and has become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Aorangi, Warrimoo and Mowera are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

INTENDED SAILINGS—WESTBOUND

Name of Steamship	Vancouver Daybreak	Honolulu, H.I. Arr.	Suva, Fiji Arr.	Sydney Arr.
	1897	1897	1897	1897
MOWERA.....	May 8	May 18	May 26	June 1
AORANGI.....	June 8	June 18	June 26	June 2
WARRIMOO.....	July 8	July 18	July 26	Aug. 1
MOWERA.....	Aug. 8	Aug. 18	Aug. 26	Sept. 1

And monthly thereafter. Sailings shown are approximate only.

INTENDED SAILINGS—EASTBOUND

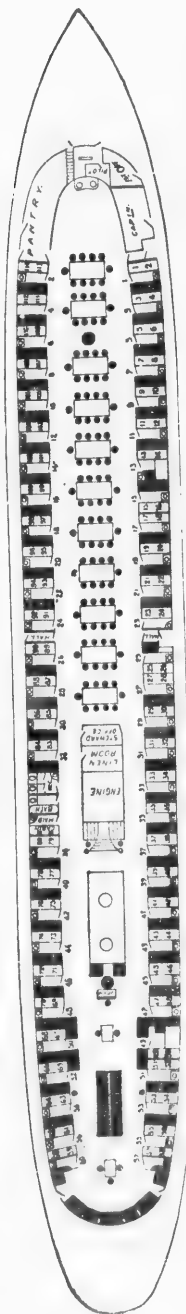
Name of Steamship	Sydney Dep.	Suva, Fiji Arr.	Honolulu, H.I. Dep.	Vancouver Arr.
	1897	1897	1897	1897
MOWERA.....	Apr. 10	Apr. 18	Apr. 24	May 3
AORANGI.....	May 10	May 18	May 24	June 1
WARRIMOO.....	June 10	June 18	June 24	July 1
MOWERA.....	July 10	July 18	July 24	July 31

And monthly thereafter. Sailings shown are approximate only.

Passengers can ascertain from Commanders of ships the time allowed in port at Honolulu and Suva. From points west of Chicago, St. Paul and Port William, berths on Steamers of above lines can be secured from Dist. Pass. Agt., Vancouver and east of those points from the Pass. Traffic Mgr., Montreal, through any C. P. R. Agent. As Australian Steamships leave Vancouver at daybreak on date of sailing, overland passengers should arrive at Vancouver not later than the day prior thereto. Steamers call at Victoria to land and embark passengers.

CANADIAN PACIFIC UPPER LAKE STEAMSHIPS (SUMMER ONLY) ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE EXPRESS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS TEN ADDITIONAL STATEROOMS

y. Approximate Time, subject to change without notice.

For further particulars see pages 60 and 61 of this book.

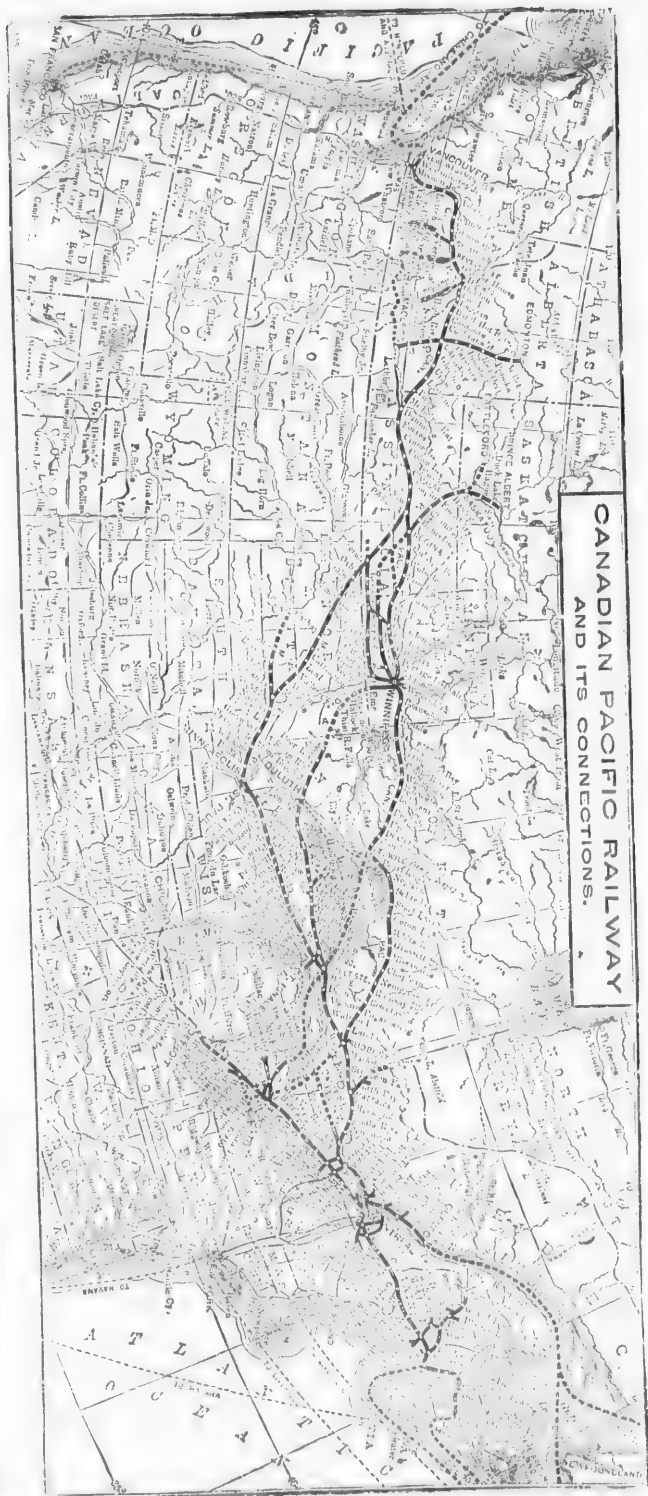
These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2600 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First class Round Trip and Through Tickets include meals and berths; Second class, Cabinist and Emigrant Tickets, deck passage only.

For further particulars see pages 60 and 61 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted up with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like ocean greyhounds than the usual lake steamship. The Manitoba is 300 feet, 260 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First class Round Trip and Tourists Tickets include meals and berths; Second class, 4th class and Emigrant Tickets, deck passage only.





CANADIAN PACIFIC RY. TELEGRAPHS

The telegraph system of the C. P. R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The **POSTAL TELEGRAPH CO.** of New York and San Francisco enables the **C. P. R.** to reach all the important points in the United States.

The **COMMERCIAL CABLE CO.** (Mackay-Bennett System) gives the C. P. R. the most direct connection with Europe.

See that all cablegrams are marked **Via Commercial**, as this Cable Company connects with the Canadian Pacific Railway's system of telegraph on the American side and with all telegraph systems in Europe.

A tariff of charges for telegrams is posted at all Telegraph Offices, and senders of messages are requested to compare these with the charges made.

Head Office: **MONTREAL.**

CHAS. R. HOSMER, Manager Telegraphs

DOMINION EXPRESS COMPANY

OPERATING ON ALL LINES OF THE

CANADIAN PACIFIC RAILWAY

ALSO ON THE LINES OF THE

Intercolonial Railway
Manitoba & Northwestern Railway
Kingston & Pembroke Railway
Erle & Huron Railway
Bay of Quinte Railway & Navigation Co.
Brookville, Westport & Sault Ste. Marie Railway
Joggins Railway
Elgin, Petitcodiac & Havelock Railway
Prince Edward Island Railway
Bellingham Bay & British Columbia Railway
The Allan Line Royal Mail Steamers and the Dominion Line Mail Steamers (weekly to and from Europe)
Canadian Pacific Royal Mail Steamship Line (to and from all Treaty Ports in China and Japan) and Canadian-Australian Line of Royal Mail Steamships to Australia, via Honolulu, H. I., and Suva, Fiji.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C. O. D.), notes, coupons, and other paper
Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly** and at **reasonable rates.**

Have fire and burglar proof safes in cars for the safe carriage of money, bonds and valuables.

Have a system of Through Trunks for small parcels, reducing the risk of loss, damage or delay.

Grant Special Rates on produce, and on large consignments of merchandise.

Sell money orders payable in Canada, the United States and Europe.

Promptly adjust all claims for loss or damage.

Have branch offices conveniently situated and make the most liberal free delivery in all cities.

Parcels for all parts of Canada and the United States, per Dominion Express Co. of Canada, shipped from any part in Great Britain, sent to care of Archer Baker, European Agent, at addresses shown on inside page back cover, will be forwarded promptly by mail steamers of the Allan and Dominion Lines at lowest rates.

S. T. STEWART, Superintendent	- - -	Montreal
J. A. BOSWELL,	- - -	Toronto
G. FORD,	- - -	Winnipeg
W. S. STOUT, General Manager,	- - -	Toronto

ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the Canadian Pacific Railway along its lines, apply to the **Acton Burrows Company, Head Office, 33 Melinda St., Toronto.** Branch Offices: **197 Lombard Street, Winnipeg, and 23 Cordova St., Vancouver, Canada.**

CAN

The Can
25,000,000 ac
Saskatchewan
surveyors,
purchasers
ate possess
which for 1
The first in
of \$61.52 ea
date of pur
own use, in
in the remain
prices (the p
purchase, a
usual cash
The val
sale at the
these lands
value.

All sur
for honest
can be obt

Is already
Province,
than those
black loan
particularly
by nature
fact that th
and thriving
up of Can
the intend
countryne

The cent
wheat-grow
lying sout
could be r
clay loam.
Itaising, h
the winter
grasses of
Current, a

Is situated
Boundary
climate in
in winter
current in
Southern
it is melt
ponds wit
stantly su
summer s
abundant

The w
by the th
is a fact,
what they

The c
streams n
and But
its ranche

West
ngers t
and
rich th
log an
and C
abling
Ford
Agent, al

CANADIAN PACIFIC RAILWAY

RAILWAY LANDS

ON NEW AND EASY TERMS OF PAYMENT

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches in Manitoba, Assinibolia, Saskatchewan and Alberta. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at from \$3.00 to \$1.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and interest, which for 160 acres at \$3.00 per acre on nine years time would amount to \$615.20. The first instalment would be \$61.52, the balance payable in nine equal instalments of \$61.52 each, the first of such deferred instalments falling due in one year from date of purchase except in the case of an actual settler requiring the land for his own use, in which case the first deferred instalment would fall due in two years and the remaining payments annually thereafter. For other quantities and at other prices the payments would be proportionate. If land is paid for in full at time of purchase, a discount of ten per cent. is allowed on the amount paid in excess of the usual cash instalment.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept. Purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

FREE GRANT LANDS

All surveyed even numbered sections, excepting 8 and 26, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

MANITOBA

Is already well settled, but homesteads can still be secured in this highly favored Province. The natural resources of the country are as great, probably greater, than those of any other part of the North American Continent. The soil is a rich black loam well adapted for the growth of wheat. The Province is well supplied by nature with wood, hay and water. To all these advantages may be added the fact that the hardships of pioneering are scarcely felt. Railways, schools, churches and thriving towns are now scattered all over the country. The population is made up of Canadians, Americans and people from every state in Europe, so that the intending settler, no matter what his nationality, can settle amongst his own countrymen.

ASSINIBOLIA

The central district of the North-West, contains the largest unbroken tract of wheat-growing land to be found on the American Continent, viz.: the rich plain lying south of the Qu'Appelle River, with Regina as its centre. A plough furrow could be run for 100 miles in a straight line, keeping in the same uniformly rich clay loam. The western part of the District is particularly well adapted for Stock Raising, having a climate that permits of Cattle Grazing throughout the whole of the winter; natural shelter given by the Cypress Hills; the nutritious buffalo grasses of the plains, and watered by the South Saskatchewan, Red Deer, Swift Current, and the innumerable spring-fed streams flowing from the Cypress Hills.

ALBERTA

Is situated immediately east of the Rocky Mountains and north of the International Boundary, covering an area of 120,000 square miles. It is celebrated for its mild climate in winter and cool breezes in summer. Situated as it is, it has the benefit in winter of the "Chinook Winds" which follow a north-easterly direction from the current in the Southern Pacific Ocean, whence they receive their warmth. In Southern Alberta the snow in winter rarely lies longer than four or five days, when it is melted by this wind, thus making the winters mild and filling the creeks and ponds with water for the stock on the ranches. In the summer these creeks are constantly supplied with water from the melting snow in the mountains, so that during summer and winter there is always to be found throughout the Province an abundance of water for grazing and all other purposes.

The wild grasses of the Province are most nutritious, as has been demonstrated by the thousands of cattle sold from the different ranches fit for the market, and it is a fact, that even in the spring, cattle which have not received any feed except what they get by grazing are brought in from the ranches in first-class condition.

The cool temperature in summer, with the grasses and pure cool mountain streams mentioned, make Alberta one of the best countries to be found for Cheese and Butter Making, and before long it will be as noted for such industries as for its ranches.

Westbound trains stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company in the Railway Depot, where maps and pamphlets, descriptive of the Free Grant and Railway Lands through which the Railway passes can be obtained. Stop-over privileges between Winnipeg and Calgary will be granted on application to conductor on Through and Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to Archer Baker, European Agent, at addresses on inside page back cover, or to

L. A. HAMILTON,

O. P. R. Land Commissioner, WINNIPEG, MAN.

C RAILWAY.

of the Canadian
Company, Head
Lombard Street,

CALENDAR

1897

MAY	JUNE	JULY	AUGUST
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1	1 2 3 4 5	1 2 3	1 2 3 4 5 6 7
2 3 4 5 6 7 8	6 7 8 9 10 11 12	4 5 6 7 8 9 10	8 9 10 11 12 13 14
9 10 11 12 13 14 15	13 14 15 16 17 18 19	11 12 13 14 15 16 17	15 16 17 18 19 20 21
16 17 18 19 20 21 22	20 21 22 23 24 25 26	18 19 20 21 22 23 24	22 23 24 25 26 27 28
23 24 25 26 27 28 29	27 28 29 30	25 26 27 28 29 30 31	29 30 31
30 31			

SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1 2 3 4	1 2	1 2 3 4 5 6	1 2 3 4
5 6 7 8 9 10 11	3 4 5 6 7 8 9	7 8 9 10 11 12 13	5 6 7 8 9 10 11
12 13 14 15 16 17 18	10 11 12 13 14 15 16	14 15 16 17 18 19 20	12 13 14 15 16 17 18
19 20 21 22 23 24 25	17 18 19 20 21 22 23	21 22 23 24 25 26 27	19 20 21 22 23 24 25
26 27 28 29 30	24 25 26 27 28 29 30	28 29 30	26 27 28 29 30 31
31	31		

1898

JANUARY	FEBRUARY	MARCH	APRIL
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
1	1 2 3 4 5	1 2 3 4 5	1 2
2 3 4 5 6 7 8	6 7 8 9 10 11 12	6 7 8 9 10 11 12	3 4 5 6 7 8 9
9 10 11 12 13 14 15	13 14 15 16 17 18 19	13 14 15 16 17 18 19	10 11 12 13 14 15 16
16 17 18 19 20 21 22	20 21 22 23 24 25 26	20 21 22 23 24 25 26	17 18 19 20 21 22 23
23 24 25 26 27 28 29	27 28	27 28 29 30 31	24 25 26 27 28 29 30
30 31			

TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

STANDARD TIME is in use on all parts of the line as follows:

EASTERN TIME.—On C.P.Ry. East of Fort William and Detroit.

CENTRAL TIME.—Fort William to Brandon, including Manitoba branches.

MOUNTAIN TIME.—Brandon to Donald and branches.

PACIFIC TIME.—Donald to Vancouver and branches.

Thus, when it is 12 noon at Montreal, - Eastern Time.
 it is 11 o'clock at Winnipeg, Central "
 " 10 " Regina, Mountain "
 " 9 " Vancouver, Pacific "

Adelaide,
 Auckland,
 Baltimore,
 Bombay,
 Boston,
 Brisbane,
 Brookville,
 Buffalo,
 Calcutta,
 Chemnitz,
 Chicago,
 Colombo,
 Detroit,
 Duluth,
 Glasgow,
 Halifax,
 Hamilton,
 Hong Kong,
 Honolulu,
 Kobe,
 Liverpool,
 London,
 London,
 Malacca,
 Melbourne,
 Minneapolis,
 Montreal,
 New York,
 New York,
 Niagara,
 Ottawa,
 Paris,
 Philadelphia,
 Pittsburgh,
 Portland,
 Portland,
 Pt. Town,
 Quebec,
 Sault Ste. Marie,
 St. John,
 St. Paul,
 San Francisco,
 Seattle,
 Shanghai,
 Sydney,
 Tacoma,
 Toronto,
 Vancouver,
 Victoria,
 Winnipeg,
 Yokohama

AGENCIES

Adelaide,	Aus.	D. & J. Fowler.
Auckland,	N.Z.	{ L. D. Nathan & Co. Thos. Cook & Son.
Baltimore,	Md.	H. McMurtrie, Frt. & Pass. Agt., 203 East German St.
Bombay,	India	Thomas Cook & Son, 13 Rampart Row.
Boston,	Mass.	{ H. J. Colvin, District Pass. Agt., 197 Washington St. W. Benson, City Pass. Agent., 197 Washington St.
Brisbane,	Qd.	Burns, Philp & Co., Ltd.
Brookville,	Ont.	{ G. E. McGlade, Ticket Agt., Cor. King St. and Court House Ave.
Buffalo,	N.Y.	J. B. Roberts, Ticket Agent, 21 Exchange St.
Calcutta,	India	{ Sydney Haywood, 30 Dalhousie Square. Thomas Cook & Son, 11 Old Court House Street.
Chemnipo,	Korea	Holme, Ringer & Co.
Chicago,	Ill.	{ J. Francis Lee, General Agent, Passenger Dept., 232 South Clark St. W. R. MacInnes, General Agent, Freight Dept., 234 La Salle Street.
Colombo,	Ceylon	Thos. Cook & Son (E. B. Creasey)
Detroit,	Mich.	{ C. Sheehy, Dist. Pass. Agent, 11 Fort St. West. W. A. Kittmaster, District Freight Agent, 11 Fort St. W.
Duluth,	Minn.	T. H. Larke, 426 Spalding House Block.
Glasgow,	Scotland	A. Baker, European Traffic Agt., 67 St. Vincent St.
Halifax,	N.S.	C. S. Philips, Ticket Agent, 126 Hollis St.
Hamilton,	Ont.	W. J. Grant, cor. King and James Sts.
Hong Kong,		D. E. Brown, General Agent, China, Japan, etc.
Honolulu,	H. I.	T. H. Davies & Co.
Kobe,	Japan	Frazar & Co.
Liverpool,	Eng.	A. Baker, European Traffic Agent, 7 James St.
London,	Eng.	{ " " 67, 68 King William St., E.C. and 30 Cookspur St., S.W.
London,	Ont.	T. R. Parker, Ticket Agent, 161 Dundas St.
Malta,		Turnbull, Jr., & Somerville, Correspondents.
Melbourne,	Aus.	{ Huddart, Parker & Co., Ltd. Thos. Cook & Son.
Minneapolis,	Minn.	W. B. Chandler, Ticket Agent, Soo Line, 127 Third Street S., Guaranty Building.
Montreal,	Que.	W. F. Egg, City Pass. Agt., 129 St. James St.
New Whatcom,	Wash.	F. A. Valentine, Passenger Agent, 1293 Dock St.
New York,	N.Y.	{ E. V. Skinner, Gen. Eastern Agt., 353 Broadway. Land and Emigration Office, 1 Broadway Everett Frazar, China & Japan Frt. Agt., 63-65 Wall St.
Niagara Falls,	N.Y.	{ D. Isaacs, Prospect House. I. J. F. King.
Ottawa,	Ont.	J. E. Parker, City Pass. Agt., 42 Sparks St.
Paris,	France	{ Hernu, Peron & Co. } 41 Boulevard Haussmann and Ticket Agents, } 95 Rue des Marais, St. Martin. International Sleeping Car Co., 3 Place de l'Opera.
Philadelphia,	Pa.	H. McMurtrie, Frt. and Pass. Agt., corner 3rd and Chestnut Sts.
Pittsburg,	Pa.	{ F. W. Salisbury, Frt. and Pass. Agent, Room 505, Ferguson Building.
Portland,	Me.	G. H. Thompson, Ticket Agent, Maine Central Rd. Union Depot.
Portland,	Ore.	E. J. Coyle, Passenger Agent, 146 Third St.
Pt. Townsend,	Wash.	J. R. Mason, 106 Taylor St.
Quebec,	Que.	Geo. Duncan, City Pass. Agt., Opp. Post Office.
Sault Ste. Marie,	Mich.	T. R. Harvey, Steamship Wharf.
Sherbrooke,	Que.	E. H. Crean, Ticket Agent, 6 Commercial St.
St. John,	N.B.	{ A. H. Notman, District Passenger Agent, W. H. C. Mackay, City Tkt. Agent, Chubb's Corner.
St. Paul,	Minn.	H. E. Huntington, Ticket Agent, Soo Line, 398 Robert Street, Hotel Ryan.
San Francisco,	Cal.	{ M. M. Stern, Dist. Frt. & Pass. Agt., Chronicle Bldg Goodall, Perkins & Co., Agts. P.C.S.S. Co., 10 Market St
Seattle,	Wash.	E. W. MacGinnis, Yesler Building, 609 Front St.
Shanghai,	China	Jardine, Matheson & Co.
Sydney,	Aus.	Huddart, Parker & Co., Ltd., 63 Pitt St.
Tacoma,	Wash.	W. R. Thompson, Frt. & Pass. Agt., 1023 Pacific Ave.
Toronto,	Ont.	{ C. E. McPherson, Asst. Gen. } 1 King Street East Passenger Agent,
Vancouver,	B.C.	{ G. McI. Brown, District Passenger Agent. Allan Cameron, District Freight Agent. James Sclater, Ticket Agent.
Victoria,	B.C.	G. L. Courtney, Frt. & Pass. Agt., Government St
Winnipeg,	Man.	W. M. McLeod, City Ticket Agt., 471 Main St.
Yokohama,	Japan	Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bund

GUST

W	T	F	S
4	5	6	7
11	12	13	14
18	19	20	21
25	26	27	28

CEMBR

W	T	F	S
1	2	3	4
7	8	9	10
14	15	16	17
18	19	20	21
22	23	24	25
28	29	30	31

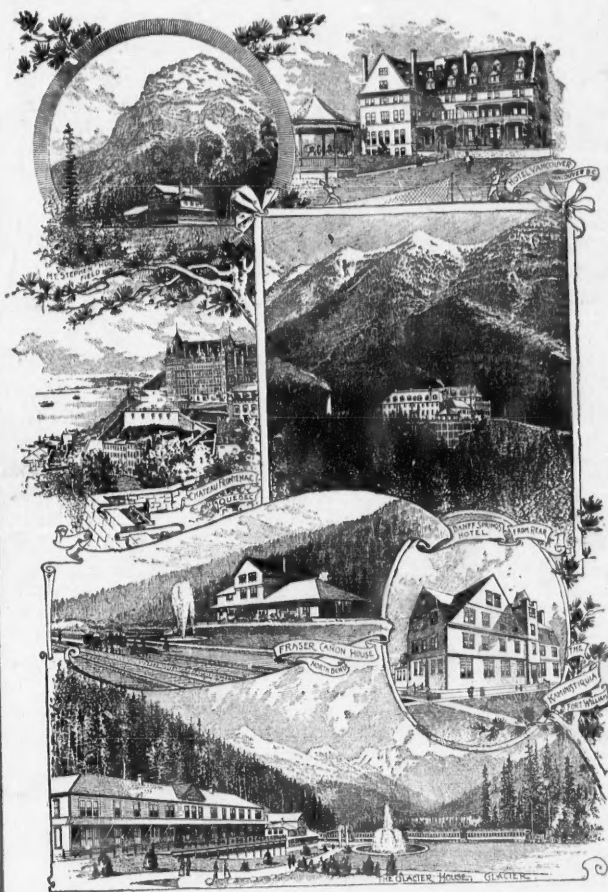
PRIL

T	W	T	F	S
				1
5	6	7	8	9
12	13	14	15	16
19	20	21	22	23
26	27	28	29	30

ons Fort
ight will

and Detroit.
Manitoba

Canadian Pacific Railway Hotels



MT. STEPHEN HOUSE, Field.
HOTEL VANCOUVER, Vancouver.
CHATEAU FRONTENAC, Quebec.
BANFF SPRINGS HOTEL (From Rear).
FRASER CANON HOUSE, North Bend.
THE KAMINISTQUIA, Fort William.
THE GLACIER HOUSE, Glacier.

